



Final
 Program
 Environmental Impact
 Report

VOLUME 2

Road and Trail
 Change-In-Use
 Evaluation Process



Road and Trail
 Change-In-Use
 Evaluation Process
 Final EIR



California State Parks



April 2013






**Final
Program Environmental Impact Report
for the
Road and Trail Change-in-Use Evaluation Process
SCH No. 2010092023**

Volume 2

Prepared by

California State Parks

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With Assistance From:

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Sacramento, CA 95814

April 30, 2013

VOLUME 2

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CORBA Comment Letter from 11.30.10	n/a

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Agency

Comment Letters

A1

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY
CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682

EDMUND G. BROWN JR., GOVERNOR



11/19/12
e

RECEIVED
OCT 23 2012
STATE CLEARING HOUSE

October 22, 2012

Mr. Gary Waldron
One Capitol Mall, Suite 410
Sacramento, California 95814

Subject: Road and Trail Change-in-Use Evaluation Process
SCH Number: 2010092023
Document Type: Draft EIR

Dear Mr. Waldron:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project may have new or existing roads, trails, or parks within the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Existing structures that predate permitting or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);
- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

A1-1

Mr. Gary Waldron
October 22, 2012
Page 2 of 2

The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway.

A1-1
cont'd

Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The DEIR should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location.

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at <http://www.cvfpb.ca.gov/>. Contact your local, federal and State agencies, as other permits may apply.

A1-2

The Board's jurisdiction, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways can be viewed on the Central Valley Flood Protection Board's website at <http://gis.bam.water.ca.gov/bam/>.

If you have any questions, please contact me by phone at (916) 574-0651, or via email at jherota@water.ca.gov.

Sincerely,



James Herota
Staff Environmental Scientist
Flood Projects Improvement Branch

cc: ✓ Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

November 20, 2012

Gary Waldron
California Department of Parks and Recreation
One Capitol Mall, Suite 410
Sacramento, CA 95814

Subject: Road and Trail Change-in-Use Evaluation Process
SCH#: 2010092023

Dear Gary Waldron:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 19, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

A2-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2010092023
Project Title Road and Trail Change-in-Use Evaluation Process
Lead Agency Parks and Recreation, Department of

Type EIR Draft EIR
Description CSP proposes to implement the Road and Trail Change-in-Use Evaluation Process throughout the State Park System. The Process is intended to comprehensively evaluate potential road and trail change-in-use proposals in CSP units, facilitate the review of those proposals in park units statewide. Off-highway motor vehicle recreation (OHMVR) areas are not covered under the Process. The Process provides CSP with an objective and systematic approach for making decisions regarding the addition or removal of non-motorized uses of a State Park System road or trail.

Lead Agency Contact

Name Gary Waldron
Agency California Department of Parks and Recreation
Phone (916) 445-8770 **Fax**
email gwald@parks.ca.gov
Address One Capitol Mall, Suite 410
City Sacramento **State** CA **Zip** 95814

Project Location

County
City
Region
Lat / Long
Cross Streets Statewide Program
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

- Highways
- Airports
- Railways
- Waterways
- Schools
- Land Use

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Recreation/Parks; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Game, Headquarters; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Office of Emergency Management Agency, California; California Highway Patrol; Caltrans, Division of Transportation Planning; State Water Resources Control Board, Division of Water Quality; Native American Heritage Commission; State Lands Commission; Central Valley Flood Protection Board

Date Received 10/05/2012 **Start of Review** 10/05/2012 **End of Review** 11/19/2012



State Water Resources Control Board

November 30, 2012

Environmental Coordinator
California Department of Parks and Recreation
Northern Service Center
One Capitol Mall, Suite 410
Sacramento, CA 95814
Email: CEQANSC@parks.ca.gov
(Subject line: Statewide Trails)

COMMENTS ON DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE CALIFORNIA STATE PARKS ROAD AND TRAIL CHANGE IN-USE EVALUATION PROCESS

The State Water Resources Control Board (State Water Board) staff received the Draft Program Environmental Impact Report (PEIR) for the above referenced project (Project) on October 5, 2012. California State Parks (CSP) as Lead Agency under CEQA prepared the Draft PEIR for a series of actions or projects with similar environmental and mitigation requirements. CSP proposes to evaluate potential projects within the guidelines set forth in the PEIR for analysis of changes in non-motorized recreational uses on existing CSP roads and trails to accommodate accessibility and recreational activities. CSP proposes to implement the Road and Trail Change-in-Use evaluation process (Process) throughout the CSP system, including State recreation areas and beaches owned and operated by the State.

The Project actions resulting from this Process include:

- 1. Maintenance or reconstruction within an existing road or trail prism
2. Repair of eroded portions of roads or trails, weed removal installation of speed control or other trail devices for additional user types;
3. Rerouting of trail alignments to correct otherwise unsustainable road and trail grades, or to resolve an existing environmental problem; installation of hardened surfaces, such as, but not limited to, aggregate surfacing, rock armoring, wooden boardwalks and bridging;
4. Closure, decommissioning, and restoration of existing roads and trails;
5. Conversion of existing roads to trails; and trailhead, point of access, and parking improvements related to changes in recreational road or trail use.

A3-1

CHARLES R. HOPPIN, CHAIRMAN | THOMAS HOWARD, EXECUTIVE DIRECTOR

1001 I Street, Sacramento, CA 95814 | Mailing Address: P.O. Box 100, Sacramento, CA 95812-0100 | www.waterboards.ca.gov



STATE WATER AND REGIONAL WATER BOARD JURISDICTION

Clean Water Act Section 401 requires that anyone proposing to conduct a project that requires a federal permit, or that involves dredge or fill activities that may result in a discharge to surface waters, including wetlands, is required to obtain a Water Quality Certification (Certification) verifying that the project activities will comply with state water quality standards. Individual projects in the CSP system under the Road and Trail Change-in-Use evaluation process must obtain either Certifications and/or Waste Discharge Requirements (WDRs) for impacts to waters of the state. The State Water Board and Regional Water Boards (State Water Boards) have responsibility for all State waters which includes surface waters, groundwater and saline waters. Army Corp of Engineers jurisdictional waters are a subset of waters of the state. Any stormwater discharge or discharge of any pollutant, including dredge and fill material, shall be regulated under State and Regional Water Board permits.

In addition, dischargers whose projects disturb one or more acres or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the State Water Board's General Permit for Discharges of Storm Water Associated with Construction Activity.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

Avoidance and minimization of project effects to waters of the State should be a fundamental environmental strategy for the proposed project. State Water Board staff recommends early consultation with State Water Boards staff to maximize efforts for avoidance and minimization of impacts. For all project alternatives, construction and maintenance activities should be proposed that will avoid disturbance to riparian and wetland areas, streams, drainage channels, or to any landforms which, if disturbed, might affect water quality or beneficial uses of waters. Avoidance measures should include site configurations that minimize the number of stream crossings and require natural channel design for all relocated segments of streams. Project design should also include vegetated buffers between wetlands and streams and any impervious surface.

For unavoidable impacts to waters of the State, mitigation for the loss of their functions and beneficial uses will be required by the State Water Boards. State Water Board staff will work with the CSP and other regulatory agencies to ensure that advanced mitigation planning is met.

The Project should discuss likely mitigation approaches for each alternative, including potential types, sites, timing and financial assurances.

HYDROLOGY

Potential significant effects to the aquatic resources should be evaluated using a watershed approach. The following should be considered in the Project hydrologic analysis:

- Evaluation of the pre-project hydrography to maintain or improve pre-project conditions;
- Evaluation of the Project potential hydromodification impacts on upstream and downstream reaches; and
- Analysis of cumulative impacts to watershed hydrology from existing and other planned Projects in the watershed or planning area. Refer to Cumulative Effects section below.

The loss of functions and services of impacted water bodies, including wetlands, should be appraised considering the availability and the condition of aquatic resources in the impacted



A3-2



A3-3

watershed. To protect existing hydrology, every effort should be made to incorporate “low impact development” design techniques such as limiting impervious surfaces and controlling runoff through ground infiltration methods. For any proposed change to existing flow volume, channel location/size, or rate of discharge, an evaluation should be made of the effects on current patterns, water circulation, normal water fluctuation, and salinity. Consideration should also be given to the potential diversion or obstruction of flow, alterations of bottom contours, or other significant changes in the hydrologic regime.

A3-3
cont'd

BIOLOGICAL RESOURCES

The Project could contribute to the on-going loss aquatic and riparian habitat which currently provide habitat for a variety of federal and State listed special status species. The Project could substantially reduce these habitats and restrict the movement of several species. For potential impacts to these species, consider the following in your analysis:

- Analyze the regional importance of movement corridors in and along waterbodies, the potential effect of disrupting the corridors, and the potential for enhancement opportunities;
- Include a list of species that utilize the corridors; and
- Identify any impacts to aquatic or riparian areas that could compromise future remediation of existing connectivity barriers.

A3-4

AVOIDANCE OF SPECIAL AREAS

Special efforts should be made to avoid direct or indirect impacts to wetlands and waters of the State in areas of ecological integrity, Areas of Critical Environmental Concern, Marine Protected Area and similar sites. These areas typically contain waters of the State with important habitat and recreational beneficial uses.

A3-5

CUMULATIVE EFFECTS:

Watersheds are complex natural systems in which physical, chemical and biological components interact to create the beneficial uses of water. Please address following areas of concern for potential impacts to water quality on a watershed scale:

- Direct, indirect and cumulative impacts with a comprehensive analysis of the impacts to waters of the state at the watershed scale;
- The generation of pollutants both during and after construction activities;
- Alteration of flow regimes an groundwater; and
- The disruption of watershed-level aquatic function including pollutant removal, floodwater retention, and habitat connectivity.

A3-6

These impacts have the potential to degrade water quality and significantly impair beneficial uses by reducing the available riparian habitat, the natural buffer system which filters runoff. Hydrologic modification that reduces residency time, increases flow and peak discharge result in loss of functions and water quality.

California Department of Parks and Recreation

- 4 -

November 30, 2012

CONCLUSION

State Water Board staff thanks the California State Parks for this opportunity to comment on this Project. Please continue to include our agency in all future correspondence. For questions or comments, contact Catherine Woody at (916) 341-5785 (Catherine.Woody@waterboards.ca.gov) or Bill Orme at (916) 341-5464 (Bill.Orme@waterboards.ca.gov).

Sincerely,



Catherine Woody

cc: State Water Resources Control Board

Ms. Victoria Whitney (Vicky.Whitney@waterboards.ca.gov)

Mr. Dominic Gregorio (Dominic.Gregorio@waterboards.ca.gov)

DEPARTMENT OF PUBLIC WORKS

FLOOD CONTROL • LAND DEVELOPMENT & CONSTRUCTION • OPERATIONS
SOLID WASTE MANAGEMENT • SURVEYOR • TRANSPORTATION



COUNTY OF SAN BERNARDINO

825 East Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104
Fax (909) 387-8130

GERRY NEWCOMBE
Director of Public Works

December 3, 2012

10(ENV)-4.01

California Department of Parks & Recreation
Attn: Environmental Coordinator
Northern Service Center
One Capitol Mall – Suite 410
Sacramento, CA 95814

RE: NOTICE OF AVAILABILITY AND DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (DPEIR) FOR THE CALIFORNIA STATE PARKS ROAD AND TRAIL CHANGE-IN-USE EVALUATION PROCESS FOR COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Attn: Environmental Coordinator:

Thank you for giving the San Bernardino County Department of Public Works (Department) the opportunity to comment on the above-referenced project. We received this request on October 15, 2012 and pursuant to our review, have no additional comments.

If you have questions or require additional information, please contact Erma Hurse by phone at (909) 387-1864 or by email at Erma.Hurse@dpw.sbcounty.gov.

A4-1

Sincerely,

ANNESLEY IGNATIUS, P.E.
Deputy Director – Land Development & Construction

ARI:EJH:nh/CEQA Comments to CA State Parks Road and Trail Change-in-Use Evaluation Process

GREGORY C. DEVEREAUX
Chief Executive Officer

Board of Supervisors			
ROBERT A. LOVINGOOD	First District	JAMES RAMOS	Third District
JANICE RUTHERFORD	Second District	GARY C. OVITT	Fourth District
JOSIE GONZALES	Fifth District		

A5

County of Santa Clara

Parks and Recreation Department

298 Garden Hill Drive
 Los Gatos, California 95032-7669
 (408) 355-2200 FAX 355-2290
 Reservations (408) 355-2201
www.parkhere.org



December 4, 2012

Environmental Coordinator
 California Department of Parks & Recreation
 Northern Service Center
 One Capitol Mall – Suite 410
 Sacramento, CA 95814

Subject: Draft Program EIR – California State Parks Road and Trail Change in Use Evaluation Process
 (State Clearinghouse #2010092023)

Dear California State Parks,

Thank you for the opportunity to review and comment on the above referenced Draft EIR. It is understood that the **California State Parks Road and Trail Change-in-Use Evaluation Process** provides California State Parks (CSP) with an objective and systematic approach to facilitate the review and decision-making on proposals to add, remove, or change uses on existing non-motorized recreational roads and trails in the State Parks system. Santa Clara County is rich in both State and local parks and trails resources. However, as the Program EIR for this process does not specifically analyze individual projects or new trails, the County of Santa Clara Parks and Recreation Department has evaluated the Road and Trail Change in Use Program and its stated objectives for compatibility with the policies and guidelines of the County General Plan and the *Santa Clara Countywide Trails Master Plan*, which is a component of the County's General Plan.

County of Santa Clara Land Use Policy: *The Countywide Trails Master Plan (Trails Master Plan)* was adopted by the County of Santa Clara Board of Supervisors in November 1995 as a component of the Parks and Recreation Chapter of the County's General Plan. These land use policies serve both as a long-range plan for guiding regional trail development in County Parks and provides a vision of an integrated system of regional trails for the entire County.

Countywide Trails Master Plan coordination with the California Recreational Trails Plan: As the *Trails Master Plan* is intended to serve as an overarching guide for regional trail development in the County, significant effort is made to coordinate with other trail providers within the County to ensure a countywide vision consistent with the planning and implementation policies of sister agencies. Goals of the California Recreational Trails Plan were incorporated into the *Trails Master Plan* by reference. Specific segments of the National Park Service Juan Bautista De Anza National Historic Trail, the Bay Area Ridge Trail, and the San Francisco Bay Trail have been implemented where their alignments are located within our jurisdiction, often in coordination with these national/regional trail partners.

Consistency with County of Santa Clara Policies: The *Trails Master Plan* contains 70 policies and implementation measures relating to trails. These policies guide continued planning and design, define

Board of Supervisors: Mike Wasserman, George Shirakawa, Dave Cortese, Ken Yeager, Liz Kniss

County Executive: Jeffrey V. Smith



A5-1

processes for implementing trails, establish priorities, mitigate environmental impacts, and provide direction on management and inter-jurisdictional coordination of the trail system. Also of relevance are the *Trails Master Plan’s Design Guidelines* that address trail location, environmental protection, trail construction practices, and staging area design, and the *Use and Management Guidelines* that address allowable uses, trail closure, private access to public trails, monitoring and maintenance, patrol, and supervision.

A5-1
cont'd

Trails Use Change Survey and Project Evaluation Form: While Santa Clara County does not have a formal process or directed policy to specifically address proposed changes in use on existing recreational trails in County Parks, an applicable policy addressing each area of concern or condition identified in the CSP’s “Trails Use Change Survey and Project Evaluation Form” (Appendix E) can be identified in the County’s *Trails Master Plan*, the *Design Guidelines*, or the *Use and Management Guidelines*. Therefore, the conclusions presented in “5.1 Environmental Factors Not Analyzed Further in This Program EIR” Section 5.1.2 Land Use and Planning and Section 5.2.1 Terrestrial Biological Resources are correct that the CSP’s Road and Trail Change-in-Use Evaluation Process is not in conflict with County of Santa Clara policies or ordinances.

A5-2

CSP Trail Policy: The Road and Trail Change-in-Use Evaluation Process is also intended to assist in the implementation of the CSP Trail Policy to “provide the maximum opportunities for the public use of trails by encouraging the appropriate expansion of multi-use trails” (2002a; 25). This policy is compatible with the *Trails Master Plan’s Use and Management Guideline M – 1.2 Trails and Trails Uses* which states that “Shared use on trails is encouraged. Trail uses should be consolidated where safe with the same trail way, ...” Further support for shared use and multi-use trails was identified in the *Santa Clara County Parks and Recreation System’s Strategic Plan*, adopted by the Board of Supervisors in 2003, where a priority outcome was identified to develop site specific Trails Plans to identify opportunities to increase multiple-use trails (pg.66).

A5-3

County Parks applauds the CSP system for developing an objective and systematic approach to facilitate review and decision-making on proposals to add, remove, or change uses on existing recreational roads and trails in State parks. However, as stated in the *Trails Master Plan Overview* (pg.59), County guidelines provide direction to the County for implementation of each new trail, and by reference, each new trail use in County Parks. The *Trails Master Plan* urges that trail use and changes in trail use be evaluated on a case-by-case basis, taking into account actual field conditions and the trail route/land use relationships. Therefore, County Parks may continue to evaluate trail use and changes in trail use on a case-by case method.

A5-4

If you have any additional questions, please contact me at elish.ryan@prk.sccgov.org or by telephone at 408.355-2236.

Sincerely,

Elish Ryan
Park Planner

CC: Don Rocha, County Parks Natural Resources Management Program Supervisor
Greg Bringelson, County Parks Trails Crew Lead
Jane Mark, County Parks Senior Planner



Board of Supervisors: Mike Wasserman, George Shirakawa, Dave Cortese, Ken Yeager, Liz Kniss
County Executive: Jeffrey V. Smith



United States Department of the Interior

NATIONAL PARK SERVICE
 Santa Monica Mountains National Recreation Area
 401 West Hillcrest Drive
 Thousand Oaks, California 91360-4207

In reply refer to:
 L76 (SAMO) / TMP

December 4, 2012

Environmental Coordinator
 California Department of Parks and Recreation
 Northern Service Center
 One Capitol Mall – Suite 410
 Sacramento, CA 95814

Dear Environmental Coordinator:

Thank you for the opportunity to review California State Parks' (State Parks) Draft Program Environmental Impact Report (PEIR) for the Road and Trail Change-In-Use Evaluation Process, dated October, 2012. The proposed Change-In-Use process would apply to hiking, horseback-riding, and mountain biking as recreational venues, as well as other power-driven mobility devices (OPDMDs). We understand that the PEIR does not consider potential environmental impacts associated with adding or removing recreational uses to any specific existing trail or road. Rather, the PEIR evaluates the potential statewide environmental impacts of actions that would be allowed under the proposed Change-In-Use Evaluation Process.

Within the Santa Monica Mountains National Recreation Area, the National Park Service (NPS), California State Parks, and the Santa Monica Mountains Conservancy and Mountains Recreation and Conservation Authority (SMMC and MRCA) manage almost 400 miles of recreational trails. Our four organizations are working together to prepare an interagency trails management plan and joint environmental impact statement/environmental impact report (EIS/EIR), scheduled to be completed in 2014.

When feasible, our four organizations seek consistency or complementarity in trail management practices. Though the current State Parks Change-In-Use Process applies only to State Park lands, we would like to evaluate the application of similar processes or procedures in the trails management plan. Our comments address areas of the Change-In-Use Process that might be useful in the Santa Monica Mountains.

Standard Project Requirements, Project-Specific Requirements, and Adaptive Use Management

The Change-In-Use Process PEIR includes several tools to avoid, reduce, monitor and mitigate for impacts to state park resources. Standard Project Requirements (SPRs) are prescribed for General Construction, Cultural Resources, Natural Resources, Aesthetics, Air

A6-1

Quality, Geology and Soils, Hazards, Hydrology, Traffic, and Noise. Project-Specific Requirements (PSRs) may be developed and applied to protect resources or address challenges that are unique to a particular project and not described adequately by SPRs.

The PEIR also prescribes an Adaptive Use Monitoring program. The Adaptive Use Monitoring program would establish baseline conditions prior to a change in use and monitor trail conditions after the change in use project, including SPRs, PSRs, mitigation measures and other management actions, are initiated.

According to the PEIR, "... if, despite the environmentally protective influence of the SPRs, including AUM, and PSRs, a change-in-use proposal could not avoid significant environmental impacts or clearly mitigate them to a less-than-significant level, the proposal would be disqualified from approval under the proposed Process..." and would need to initiate independent planning and environmental review.

NPS finds the draft PEIR's evaluation process to be comprehensive. The SPRs are practical and highly applicable for each topic covered and the PSRs and AUM program provide the flexibility to address site and project-specific conditions.

The evaluation process described in the draft PEIR would be a useful tool for analyzing potential impacts of proposed change in use designations in the interagency Santa Monica Mountains Area Trail Management Plan (Santa Monica Mountains Trail Plan), which will be re-initiated at the beginning on 2013. While the Change-In-Use PEIR is jurisdictionally applicable only to State Parks' trails and roads, the evaluation process is of interest to NPS. Numerous trails in the Santa Monica Mountains cross state and federal boundaries, thus warranting a common evaluation process for possible changes to trail use designation. NPS also manages several trails exclusively on federal lands that may be evaluated for changes-in-use under the Santa Monica Mountains Trail Management Plan, and this process may prove valuable for those evaluations.

Section 4.2 Aesthetics and Views
Section 4.4 Terrestrial Biological Resources
Section 4.5 Aquatic Biological Resources

NPS believes that the evaluation of the impacts of nighttime lighting is appropriate. The discussion of impacts and trends in use is thorough and based on the latest available science. The PEIR notes that the impacts of nighttime lighting on terrestrial and aquatic animals are not clear and are likely to be transient. The PEIR also notes, however, the importance that parklands play in providing relatively unobstructed views of the night sky.

It may be useful to track changes in the frequency of light use or the illuminative power of lighting through the adaptive use monitoring program. It may also be useful to include a statement of the value of night sky under the SPR for aesthetics and views.

A6-1
cont'd

A6-2

National Park Service
NPS Comments on Draft PEIR for Road and Trail Change-In-Use Evaluation Process

Page 3
December 4, 2012

Section 4.2 Aesthetics and Views
Section 4.3 Air Quality

The draft PEIR thoroughly addresses temporary impacts to air quality associated with construction, potential increases in travel to trailheads, and for fugitive dust associated with soils and geology containing naturally occurring asbestos. State Parks may also wish to consider dust generated by users due to a change-in-use project. NPS has received complaints about the impact of dust generated by users on aesthetics and as an irritant. An increase in the number of new users may generate more dust during certain seasons of the year. NPS suggests amending the evaluation criteria to consider the soil type in terms of potential dust generation.

Thank you for the opportunity to comment. If you have questions, please call Melanie Beck, Outdoor Recreation Planner, at (805)370-2346 or e-mail at melanie_beck@nps.gov.

Sincerely,


David Szymanski
Superintendent

cc: Craig Sap, Superintendent, Angeles District, State Department of Parks and Recreation
Joe Edmiston, Executive Director, Santa Monica Mountains Conservancy
Rorie Skei, Chief Deputy Executive Officer, Mountains Recreation and Conservation Authority



A6-3

Organizations

Comment Letters

01



P.O. Box 17411
San Diego, CA 92177
Web: www.AlliedClimbers.org

California Department of Parks & Recreation
Northern Service Center
One Capital Mall – Suite 410
Sacramento, CA 95814

December 4, 2012

Subject: Statewide Trails - Comments on the Draft Programmatic Environmental Impact Report for the Road and Trail Change-In Use Evaluation Process

Thank you for the opportunity to comment on the California Department of Parks & Recreation Draft Programmatic Environmental Impact Report for the Road and Trail Change-In Use Evaluation Process (Hereinafter “The PEIR”).

Allied Climbers of San Diego

The Allied Climbers of San Diego (ACSD) is a 501(c) (3) California Non-Profit Public Benefit Corporation supporting and representing climbers’ interests in the many forms of recreational rock climbing—traditional climbing, crack climbing, sport climbing, and bouldering. ACSD promotes responsible use and sound management of climbing and outdoor recreational resources. We encourage an ethic of personal responsibility, self-regulation, conservation, and minimum impact practices. ACSD represents the collective interests of thousands of San Diego and Southern California climbers.

01-1

ACSD accomplishes its goals by working to educate interested parties involved in access issues that climbing resources are valuable recreational resources to the public and that climbing is a legitimate, low impact, human powered activity. ACSD advocates to federal, state, and municipal land managers concerning public lands usage; works closely with the Access Fund (a national climbing advocacy organization); works with federal, state, and municipal land managers and interest groups to plan and implement public land management actions and protocols; provides resources and volunteers for conservation and resource management projects; and develops and disseminates climber related information and education. For more information see: www.alliedclimbers.org

ACSD Comments to PEIR

ACSD supports many components of this program such as making existing trails more sustainable, less susceptible to erosion, and incorporation of alternate trail surface materials. The Road and Trail Change-in-Use Evaluation Process appears to be a valuable tool for State Parks to manage the large number of trails and roadways within the State Park System. However, ACSD is concerned over any process that restricts public access or limits public use of State Park Lands. One component of this Change-in-Use Program allows for the closure, decommissioning, and restoration of existing trails to natural conditions.

01-2

1. A goal of California Recreational Trails Plan is to encourage and expand recreational use and opportunities. Including the decommissioning of trails within this program is in direct conflict with the Trail Plan. Closure of existing trails and public access should only be done after a thorough analysis and public vetting process has been completed that addressed the long term affect on recreational access due to the trail closure.

01-3

- 2. If a trail must be closed (substantial justification required), then alternate access or alternate trails must be proposed to ensure public access and result in no net loss of recreational availability or access.

01-4
 - 3. Rock climbing should be included as a type of passive recreational activity within State Parks.

01-5
 - 4. Impacts to climbing resources due to trail change in use should be included in this document.

01-6
 - 5. Where in exhibit 3-2 is the public review for any changes to trails?

01-7
 - 6. 3.8.14- PEIR needs standards for analyzing impacts to the public and to recreation from change in use activities. This is most important when closing or decommissioning existing trails and eliminating public access.

01-8
 - 7. 4.4-36- Please add a statement that decommissioning trails could adversely affect public access and recreation. The goals and benefits of this program are not just resource protection.

01-9
 - 8. 4.4-37- The discussion on disturbance to wildlife due to recreational activities is misleading. Most wildlife species are not afforded formal protections against disturbance. This type of protection is provided only to those species that need this protection for continued viability under the ESA and BGEPA. State Parks is not required to manage all wildlife as if they are listed species. The state is required to protect wildlife from unauthorized take, not disturbance.

01-10
 - 9. Recreational uses should not be considered a less valuable use of land and not be second to resource protection. Recreation (passive recreation) is compatible with resource protection.

01-11
 - 10. Stakeholder input must be obtained and appropriate noticing completed for recreational users, community groups, and other stakeholders prior to changing trail uses that restrict or eliminate public access.

01-12
 - 11. How many trails are planned for decommission? Quantifying the percent of existing trails to be closed must be included in this EIR to adequately analyze impacts to recreation. The level of impact or significance to recreation can't be concluded without a quantification of trail closures. The current analysis is insufficient.

01-13
- The final EIR and Trail Change-in-Use Evaluation Process must reflect the goals and objectives of California State Parks to provide diverse outdoor recreation opportunities throughout California.
- Please add ACSD to the list of interested parties for notifications and trail change-in-use projects.
- Again, thank you for the opportunity to comment and see you out on the trails!

Sincerely,



Kevin Dalfonzo
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Comments from California Equestrian Trails & Lands Coalition

on

**Draft program environment Impact Report:
Road and Trail Change-In-Use Evaluation Process**

California State Parks

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SCH No. 2010092023

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I. INTRODUCTION TO COMMENTS

These comments are intended to identify the environmental document to which the California Equestrian Trails & Lands Coalition (hereinafter “CET&LC”) is responding and to provide some initial observations regarding the scope and nature of the environmental review and document.

1. Scope of the Project; Equestrian – Mountain Bike issues; Adverse Effects, including Adverse Aesthetic Effects and Public Safety Concerns, Mitigation Comment:

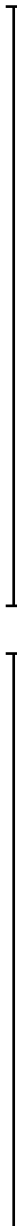
Scope of the Project: The Draft Programmatic Environmental Impact Report (herein DEIR) addresses a proposed “Process” by which local CSP units and staff will evaluate and manage proposals for a change of use to existing trails.

“California State Parks (“CSP”) proposes to implement the Road and Trail Change-in-Use Evaluation Process (Process) throughout the State Park System.” From Notice of Availability, p. 1. As described in the Notice of Availability, the “process” involves trails throughout the entire State Parks system, and roads, where a change in use will be evaluated. The only exception is trails or roads in off-highway motor vehicle recreation areas.

2. Introductory Comments: Equestrian users are concerned about the environmental damage from mountain bikes going downhill at high speeds and the related hazards. Permitting mountain bike uses creates adverse effects to the environment, dangerous conditions and safety risks to all safe biker and all non-biker users.

Equestrian – biker use issues; downhill high speed bikers. As described above, we are primarily concerned with equestrian uses and the interrelated environmental and safety considerations arising out of changes of trail usages, especially changes to allow mountain bikers without strict regulation and enforcement mitigation programs.

We are particularly concerned about downhill racing speeds reached by many mountain bikers and related braking, skidding and consequent damage to soils, to trails, and associated adverse effects to wildlife and the physical environment. Those adverse effects taken individually or cumulatively translate into a degraded State Park recreational experience and safety issues for equestrians and pedestrians on trails.



02-1

02-2

Evidence of the existence of such environmental impacts and the risks of putting mountain bikes on trails used by pedestrians and equestrians has led to limitations and rejections of mountain bike uses in other venues. See the newspaper article reporting on the exclusion of mountain bikes from US Forest Service lands, Ex. 2, Letter to ACE members re: Newspaper article about National Parks trails and high speed mountain bikes.

02-3

We recognize that State Parks is aware of these issues and we encourage State Parks to work with equestrians to develop enforcement programs that can significantly reduce the problems or even aim to eliminate them. As stated in the DEIR at 8.3 “California State Parks Approach To Trail Use Conflicts Related To Changes In Use, 8-4, DEIR:

02-4

Because CSP trails are not intended for or appropriate as active recreation attractions on their own (e.g., for high-speed adventurous travel, demonstration of technical skills, and permitted events at some CSP units), but as a means of public access to the natural, scenic, cultural and ecological values of the State Park System, CSP trails will benefit from considering design criteria that specifically aim to reduce the conflict among trail users.

While many of these criteria [for reducing trail use conflict in the *Checklist for Low-Conflict Multi-Use Trail Design* study, at Table A-2 of that Study in Appendix C of the DEIR] are already in use by CSP, the checklist focuses on the key issues related to reducing trail use conflict such as mountain bike speed, sight distance, tread width and passing space. CSP will continue to incorporate use-appropriate, low-conflict, multi-use design features into State Park System trails, as changes in use are proposed. ...

Other management actions could also be considered ... includ[ing] adopting and posting rules and regulations; enforcement and compliance efforts supplemented by organized volunteer patrols ...

We comment and recommend that wherever there are downhill slopes and bikers are going to be allowed on trails, that enforcement regulations be required and posted, enforcement mechanisms be required, and public users be given the power to make reports and serve as witnesses in enforcement actions against violators of the regulations, including speeding violations. In other words, the DEIR should be amended to replace the word “could” with “shall.” Through this kind of simple change many of the worst adverse effects of allowing unregulated

02-5

and unlimited mountain bike access to individual trails can be mitigated. Such project requirements should be just that, mandatory requirements as mitigation to prevent adverse effects from speeding mountain bikes.

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Damage from bike use and biker violations of rules. Evidence of the damage to the trails and environment in park settings has been previously made available to State Parks by equestrian and other users. Biker damage includes making illegal trails, illegal modification of existing trails, high speeds, failure to follow polite use rules, using the trails for testing technical skills and converting slopes into jumps and technical testing sites. See Exhibit 1, attached, a report by Lynn Brown re: mountain bike damage to Palos Verdes.

02-6

Adverse effects of biker use include adverse effects to the aesthetic environment. The adverse environmental effects related to the introduction of mountain bikes to pedestrian/equestrian trails include an almost total degradation of the aesthetic experience associated with riding a horse or walking on the State Park trails, especially those with significant downhill slopes. The current DEIR does not address these environmental impacts to current trail users as having any significance under CEQA and does not analyze or address them in that light. Adverse aesthetic effects are considered environmental effects required to be addressed in a CEQA environmental review:

02-7

One of CEQA’s stated purposes is “to provide the people of this state with ... enjoyment of aesthetic, natural, scenic, and historic environmental qualities” (§ 21001, subd. (b)), and aesthetic issues are among those that are “properly studied in an EIR” (*Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 492; *National Parks & Conservation Assn. v. County of Riverside, supra*, 71 Cal.App.4th at p. 1360). As relevant here, the Guidelines give content to the concept of aesthetics by including the following questions in the checklist of a project's potential environmental effects: “Would the project have a substantial adverse effect on a scenic vista?” and “Would the project substantially degrade the existing visual character or quality of the site and its surroundings?” (Guidelines, Appen. G, questions I(a) and I(c).) *Bowman v. City of Berkeley* (2004) 122 Cal.App.4th 572.

02-7

Safety issues can become environmental effects when they are indicative of associated environmental effects, like soil erosion from high speed riding downhill slopes. In this case, the study of the conversion of trails to “multi-use” (what has become a common way of referring to adding mountain bikes to trails

02-8

that already have multi-use by both pedestrians and equestrians) must include the nature of the environmental damage caused by high speed downhill mountain bike uses; in addition the public safety concerns directly correlated to such downhill uses are proper subjects of CEQA consideration. CEQA Guideline 15382 states, defining significant effects states:

A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

In this case the social change of increased risk of serious injury or death, related fear and anxiety, increased trail user conflicts are all directly related to mountain biker speed. Mountain biker speed also is directly related to significant adverse environmental physical effects because of skidding, braking, increased damage to the soil surface and the consequences of bikes leaving trails and cutting through or across untrammelled ground, raising dust, increasing erosion, among other things. Those same physical adverse effects and causes by speeding mountain bikes are identified in the DEIR. Thus, the social change, impact on equestrian and pedestrian trail users is properly considered in determining whether the physical changes associated with mountain bikers is significant.

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Equestrian injuries to riders and horses have already included paralyzed riders and dead horses from biker incidents. Equestrian injuries from biker–equestrian incidents since the introduction of the mountain biking into the parks trails systems include paralyzed riders, fatal injuries to horses, riders suffering broken bones and serious bodily injuries, emotional and mental shock, and everything from minimal short term pain to permanent severe pain associated with serious permanent physical injuries, and related costs to public users of the trails. The most commonly occurring cause of such incidents is confrontations at blind narrow curves where mountain bikers experience the high downhill speeds, highly sought after by many mountain bikers as a thrill seeking recreational activity that has nothing to do with appreciation of the natural, scenic and historic environmental resources in the State Park units. See Exhibit 2, an email to Action Coalition for Equestrians (“ACE”) describing an incident where a woman was paralyzed and her horse killed; Exhibit 3, an email from ACE to its members with articles on trail safety; and Exhibit 4, Summary report of accidents and incidents from Trails Watch , from www.ParkWatchReport.org.

02-9

The only conceivable mitigation is an enforcement program to prevent high speed bikers and to enforce the rules. Subsequent projects should include as mitigation, as a requirement, that speed limits be part of the project mitigations,

02-10

posted and enforced when a change in use occurs to add mountain bikes to trails, especially trails with downhill slopes as a component. Bikers who are caught or identified by citizen users as having violated safety and etiquette rules should have penalties like restrictions on their use of State Park trails or exclusion from use of the public trails. Where bikers damage trails or create illegal trails, they should be charged for costs of repair, as part of an enforcement program.

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II. SPECIFIC COMMENTS AND DISCUSSION OF THE DEIR AND ISSUES WITH CEQA AND THE TRAIL CHANGE PROCESS:

As stated in the Notice of Availability, “The Process is intended to comprehensively evaluate potential road and trail change-in-use proposals in CSP units, facilitate the review of those proposals in park units statewide. ... The Process provides CSP with an objective and systematic approach for making decisions regarding the addition or removal of non-motorized uses of a State Park System road or trail.”¹

The DEIR, at p. 1-2, 1.1 (with similar language at 2-1) states:

If CSP finds a project to be entirely within the scope of the Program EIR, CSP would use this EIR for the later project’s CEQA compliance and file a notice of determination (NOD) when the project is approved. Under this CEQA compliance approach, CSP must incorporate all project requirements relevant to the proposed change in use and all feasible mitigation measures from the Program EIR into the subsequent project, as needed, to address the significant or potentially significant effects on the environment.

02-11

This language needs to be made clear, removing any ambiguity, in the interest of assuring equestrians that the CSP is serious about mitigating or managing bike safety issues and the consequent adverse environmental effects. On the one hand it states that CSP “must” use all mitigation measures from the Program EIR in a subsequent project, and on the other hand, it says the measures will only be used “as needed.”

¹ The DEIR summarizes CSP’s view of this CEQA process and how it will work in the future at Chapter 1 of the DEIR, Vol. 1, p. 1-1 – 1-6, 1.1 “PURPOSE AND INTENDED USES OF THIS DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT;” et seq.

How is this mitigation measure, the use of “project requirements”, going to be required (made mandatory) so as to enforce and ensure that negative effects are mitigated, if it is only going to be used as “needed”? We need a clear and specific answer to this question; the document needs to make clear who determines and how that anything is going to be “needed”.

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It is common knowledge that CEQA mitigations must be real and cannot be put off to the future and speculation when approving a present project, like the proposed “Process.” In this case equestrians are sincerely concerned that there is no clear-cut process by which their concern will be heard or acted on, and that any project will require protection from high speed users for both the natural environment and the equestrian/pedestrian users.

02-12

Equestrian users are not convinced that the process will provide an “objective and systematic approach for making decisions”. It is the equestrians experience that CSP responds to requests by mountain bikers to add trails access for mountain bikes, but to never or very rarely process an application or respond to incident reports, including those involving serious injuries, and to never engage in a serious meaningful request for removal, regulation, control or restriction of mountain biker uses of a State Park trail – including where equestrian users have been paralyzed, horses killed, or other serious injuries have occurred. In this vein, what citizen complaint and incident review procedure will be included in any trail use conversion that will protect the equestrian users and pedestrians from CSP historic indifference at the state or local level?

02-13

The DEIR, at p. 2-2, summarizing the objectives of the proposed process states the purpose, in part, is:

- to ensure that these objectives are achieved in an open and transparent process.

02-14

It is not clear how the proposed Process will ensure that objective. Please identify the mechanisms by which that objective will be achieved, and how individuals or organizations may participate to ensure that the objective is achieved.

The DEIR states that Standard Project Requirements (SPRs) will be “required” to be implemented. But, it then goes on to describe “Adaptive Use Management Strategy (AUM) mechanisms which defer environmental decisions to the future by using monitoring to determine the degree of adverse effects before

02-15

implementing any mitigation measures. Using AUMs in this manner would replace “required” mitigations, the SPRs with random, ad hoc AUMs without regard for CEQA requirements to make adverse effect and mitigation determinations before approving a CEQA document and project. How does this system impose SPRs while allowing the individual subsequent projects to utilize AUMs instead of mandatory SPRs that would otherwise provide some definitive mitigation measures?

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Equestrians are aware that the mountain bike lobby is large, powerful and rich. The pressure that can be exerted on local CSP unit personnel can be very influential. What the AUMs sound like they could and would do is allow for a local trail to be converted to mountain bike use under an AUM which simply requires studies of how much damage is done, how frequently there are illegal uses, etc.in order to avoid mandatory SPRs requiring speed limits, rules and posted rules, enforcement mechanisms, etc. In other words the environmental reviews and extent or nature of any adverse effects would be delayed and put off into the future. See the discussion in the DEIR at page 2-3 of when a project would be disqualified, at 2.4 Cumulative Impacts Analysis. At some point down the road, equestrians can see the possibility of a user survey, long after most or all equestrians have abandoned the trail due to concerns for their safety and the safety of their animals; CSP would then believe that only bikers use the trail and affirm the CSP position that bikers are the primary trail users

02-16

How would a proposed change ever be disqualified if an AUM proposing a two year study of mountain bike impacts was utilized to satisfy the CEQA requirements, without ever doing a site specific analysis of cumulative and immediate adverse effects? Given the uncontrolled or regulated use of AUMs, it is hard to believe that the proposed Process will accomplish its goals of environmental protection, identification of adverse effects before any individual project approvals, and reducing issues of public safety. Given the staffing and budget realities of CSP, the objective of the Process, summarized in the DEIR at p. 2-3, does not appear to be realistic:

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This approach to limiting environmental impacts, along with the existing CSP mandate to protect natural and cultural resources consistent with its mission, would preclude the creation of new significant cumulative impacts or considerable contributions to existing cumulative environmental problems.

The discussion of significant irreversible environmental changes at DEIR 2.6 p. 2-4 suffers from similar issues to the discussion of the AUMs. It does not identify the kinds of significant irreversible effects that can occur when illegal trails are put into parks by mountain bikers or any other users, when a change in use occurs allowing such users into the park trail systems. See documented damage to soils, wildlife, and trails systems from Lynn Brown. There are plenty of significant adverse irreversible effects evidenced in the record from equestrian commentators, all of which seems to be entirely passed over and disregarded by the Draft EIR authors.

02-18

Perhaps, the real reason for the AUMs is best recognized by the commentary on the project alternatives at DEIR 2.7 Summary of Alternatives, p. 2-4:

[T]wo alternatives to the proposed Process: No Project Alternative and Complete Impact Avoidance Alternative. The No Project Alternative would be environmentally similar compared to the proposed Process and would not achieve the basic objectives of the proposed Process. The Complete Impact Avoidance Alternative would achieve the basic objectives of the proposed Process, but the number of projects that may feasibly achieve this alternatives stringent standard of complete significant impact avoidance would be limited, and potentially too few to make this a feasible alternative for CSP. The Complete Impact Avoidance Alternative would be environmentally similar compared to the proposed Process. The difference between the alternatives relates to the approach to reach that outcome, and the relative feasibility of change-in-use proposals to end up without significant effects, when mitigation measures and AUM can (proposed Process) or cannot (Complete Impact Avoidance Alternative) be used to help attain that goal.

02-19

There is no serious and clear explanation, in plain language and to inform the public, why the No Impact alternative would not be feasible. For example, why not use that alternative and then implement the AUMs on a trial and test basis to see what will or will not happen as far as impacts and user issues, before approving an individual conversion request/project? The alternatives analysis does not appear to satisfy the requirements of a CEQA consideration where fair arguments could be made that there is in fact some sort of adverse effect and there is no substantial evidence in the record that supports the conclusion that the no impact alternative would be preferable. For example, the DEIR itself states:

The Complete Impact Avoidance Alternative would be environmentally similar compared to the proposed Process. The difference between the alternatives relates to the approach to reach that outcome, and the relative feasibility of change-in-use proposals to end up without significant effects, when mitigation measures and AUM can (proposed Process) or cannot (Complete Impact Avoidance Alternative) be used to help attain that goal.

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At DEIR 3.6.2, p. 3-13 the DEIR states:

This Road and Trail Assessment Log also serves to document the baseline conditions of the road or trail, an important component of the Adaptive Use Management (AUM) strategy of assessing and correcting resource damage that occurs following the road or trail change in use;

In other words, the DEIR is premised on the fact that the proposed Process can and will produce resource damage that occurs following the road or trail “change in use” which will then be dealt with ad hoc and post hoc by an AUM monitoring program. It is, therefore, to avoid or minimize significant adverse effects, **after the fact**, that the “baseline” and then the AUM process are necessary – deferring environmental analysis, mitigation measure implementation, and relying on speculation as to the extent of negative impacts to a post hoc analysis rather than the normal and recognized legal standards imposed by CEQA. In a normal CEQA review the “baseline” would be the starting point of the environmental review process, not the late required method of later determining if the approved project suffered known, knowable, predicted and predictable adverse effects post approval and then determining some sort of mitigation measure, if any.

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In effect the DEIR admits it is premised on approving a program that defers environmental mitigation and analyses to the future, but at the same time seeks to avoid having to do future EIRs or environmental reviews by using “AUMs” to prolong and avoid such analyses or mitigations until after a project approval. In effect the DEIR has identified significant cumulative and immediate adverse effects, but has not identified a required mitigation regimen, rather it proposes to provide loopholes to avoid a proper CEQA analysis big enough to drive not just a mountain bike, or horse through ... but big enough to drive a diesel truck or a new high speed railroad engine through.

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That interpretation of the use of the AUMs to avoid the potentially better and feasible alternative, requiring a reduction in trail use changes statewide but securing the environment through a proper mitigation system prior to change

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approvals, appears to be justified by the description of the use of AUMs to fix “unanticipated [adverse] environmental effects” **after** they “began to occur.” At DEIR, Table 2-1 Summary of Impacts and Mitigation Measures. In other words, it is clear that the proposed preferred alternative **can allow “unanticipated [adverse] environmental effects.”**

That acknowledgment is honest, but it is also an admission that the DEIR does **not** protect the environment by putting in place mitigations that will reduce environmental effects to insignificance. Rather, as described above, the use of AUMs in the place of traditional CEQA mitigation requirements and definite standards is certain to lead to adverse immediate and cumulative adverse effects, including irreversible effects; e.g. destruction of surface areas in desert regions, damage to sensitive threatened or endangered species by killing, injuring, scaring or harassing animals and destroying the soils and environment for botanical species, creating erosion and runoff siltation problems for aquatic species, including threatened and endangered salmon species, and otherwise harming the environment – not to mention scaring a lot of innocent equestrians and their animals to death.

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At 3.6.4 ADAPTIVE USE MANAGEMENT STRATEGY, DEIR p. 3-14 to 3-15 the AUMs are discussed:

AUM will involve a standard procedure of describing (1) existing use and resource conditions as a baseline during the preparation of the change-in-use survey at the start of the Process and (2) performance standards for maintaining use at levels that do not result in significant effects on the environment. The performance standards would be tailored to each change-in-use proposal and its park unit. They would describe desired use and resource conditions necessary to maintain impacts at less-than-significant levels. All performance standards would relate to use conditions or resources that are observable in the field by CSP staff. Recommended performance standards to avoid long-term significant impacts to biological resources include:

02-23

- No unplanned usercreated trails originating from a change-in-use action (e.g., trail reroute),
- Maintenance of vegetation conditions without substantial trampling or other degradation from trail and related recreation use,
- No substantial increase in usercreated disturbance to sensitive habitats (e.g., wetlands) adjacent to trails and roads treated by change-in-use actions,

- No increased use of areas occupied by specialstatus plant or wildlife species,
- No evidence of increased, direct wildlife mortality associated with change-in-use actions, and
- No new populations of invasive plants associated with change-in-use actions.

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The problem with this plan is that none of the suggested performance standards are required or made a part of the project requirements. In effect, the DEIR predicts there will be adverse effects and then leaves entirely unspecified what will or will not be done to mitigate those adverse effects. Suppose a hiker on a trail or an equestrian or a bike rider runs over a young endangered species – what happens? What if it is three months or a year until the next AUM report and review?

The major concern of equestrians is triggered by the absolute fear of being harmed because of a speeding mountain biker. The general air quality requirements for any project require that the speed of construction-related trucks, vehicles, and equipment traveling on unpaved areas will be limited to 15 miles per hour. That same standard should be required of all trail users on unpaved trails. See AQ-6, DEIR, 3.8.3, p. 3-18. At the discussion of AQ-11 the same speed limit is imposed and signs are required, such signs should be required wherever an unpaved trail is converted to a mountain bike trail use, especially a downhill slope containing trail. AQ-11 states:

02-24

Where a change-in-use results in vehicle travel on unpaved roads and other unpaved services, signs shall be posted limiting vehicle travel to 15 mph.

III. ROLE OF SPRs AND PSRs IN THE CHANGE-IN-USE EVALUATION PROCESS

The DEIR again discusses the role of SPRs and PSRs at 4.1.1 and 4.1.2 stating:

02-25

In other words, the Process will facilitate change-in-use proposals that would avoid significant effects on the environment through the incorporation of Standard Project Requirements (SPRs) and Project-Specific Requirements (PSRs) into the proposal description, or that would be clearly mitigated through the application of relevant mitigation measures from the Program

EIR. Such change-in-use proposals would be within the scope of the Process and Program EIR and would be reviewed in accordance with State CEQA Guidelines Section 15168 (c-e) regarding use of a Program EIR with later activities.

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This section explains the approach for conducting environmental impact analysis and determining the significance of environmental effects resulting from implementation of the Process. In doing so, it describes how the SPRs and PSRs are considered in the impact analysis and when it is appropriate to define mitigation measures for the change-in-use proposals.

The problem, once again is not with the concept of SPRs or PSRs, but with the AUM process which can easily and with no apparent restrictions become a substitute for effective resource management **before** significant adverse effects occur. What becomes clear is that the AUM process should require that if a trail degrades or there is any significant environmental adverse impact then it should be returned to its prior use, before any further adverse effect occurred and the change-in-use should be voided. Instead, the AUM simply allows or requires land managers, CSP or others to continue to defer environmental protection to some unknown and unspecified future time while unspecified and undefined temporary ad hoc measures and studies are pursued to respond to the newly recognize adverse effect.

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The addition of new SPRs and requirements regarding enforcement of existing SPRs is necessary to ensure that mountain bikers' speeding neither harms the parks nor injures, even kills, equestrians and their horses nor pedestrians and their children nor elders. How does S.P. intend to address the problem of enforcement? State Parks MUST keep records of complaints, as well as keeping records of all who apply for a Change in Use. This must be available to the public on demand. Without such documentation of incidents, and an ongoing record, it is possible for trail users, including especially mountain bikers, to claim that there is no problem with user conflict. This is especially a concern because many equestrians simply stop using trails that are perceived as unsafe for themselves and their animals.

02-27

IV. MANAGEMENT OF MOUNTAIN BIKER USE AND THE AUM PROCESS.

There is no mention of the offensive and environmentally destructive consequences of the frequent occurrence of high speed bikers on CSPs trails where they have been allowed, and even on trails where they are not allowed.

This interpretation is confirmed in the DEIR, which once again acknowledges the uncertainties built into its analysis – a feature that would normally indicate that a programmatic document is not appropriate and change of use decisions should be left to a case by case and more accurate environmental review process. Deferral of mitigation analysis, specific programs which the public can understand and which measures may be the basis of agency decision making are all required by CEQA:

02-28

Fourth, the formulation of mitigation measures should not be deferred. (Guidelines, § 15126.4, subd. (a)(1)(B); see *Communities for a Better Environment v. City of Richmond, supra*, 184 Cal.App.4th at p. 95 [deferral of specification and adoption of mitigation measures concerning greenhouse gas emissions until a year after project approval violated CEQA].) From *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 82.

Once again the DEIR defers shortcomings of its present environmental analysis of significant effects for future reviews and solutions through the AUM alternative (remember that the only difference between the no impact Process alternative and the preferred Process advocated in the DEIR is the existence of the AUM process – thus it is fair to say the real names of the two alternatives ought to be the No AUM Process and the AUM process):

02-29

While CSP expects that the number, timing, and use pattern of trail users would not change substantially over the long-term as a result of a change-in-use proposal (because the Process only involves existing trails and does not increase trail use opportunities, and other factors with a strong, long-term influence on use levels do not change, such as distance to user populations), it recognizes that there is uncertainty. Therefore, the proposed Process includes Adaptive Use Management (AUM) as an SPR designed to monitor and correct, if necessary, user-created trail effects. AUM involves a standard procedure of defining (1) use levels and use and resource conditions as a baseline during the preparation of the change-in-use survey at the start of the

Process and (2) performance standards for maintaining use at levels that do not result in significant effects on the environment. The performance standards would be tailored to each change-in-use proposal and its park unit. They would describe desired use and resource conditions necessary to maintain impacts at less-than-significant levels. All performance standards would relate to use conditions or resources that are observable in the field by park staff.

It is the apparent goal of the AUM mitigation measure, if that is what it is, is to substitute a “process” for a mitigation measure at some future time without establishing defined or descriptive performance standards by which to measure any future environmental changes. This defers a mitigation analysis and mitigation measures to a future time without fixed performance standards, something that is at best questionable and at worst impermissible under CEQA. As a result neither the public or CSP can make an informed decision as to whether the project will or will not cause acceptable or mitigated negative effects. The AUM proposed process appears to be an amorphous measure that does not commit CSP to take any specific mitigation measures to reduce trail usage after a change of use and does not provide for any objective performance standards by which the success of CSP's mitigation actions can be measured by the public or the agency. While it is permissible to utilize future baselines or mitigation planning, subject to definitive performance standards, it is impermissible to avoid mitigation analysis and determinations by deferring those determinations in the present to the future. What the equestrians would like to see and what we believe is required is that any use of an AUM program or anything like it should set specific mitigation performance standards with minimum actions that will be triggered if those performance standards cannot be met.

This is even more important where it appears that the program requires setting a “baseline” not at the time the EIR was undertaken and before it was approved but rather delays such baseline determination for a future time. These issues are all raised in the interest of obtaining the best possible trail system for equestrians in the California State Parks system and not to delay or prevent the CSP from improving the trails system consistent with the environmental protection laws and sound public safety policies.

What it really sounds like is that CSP is playing Russian roulette with the safety of equestrians and hikers to satisfy a vocal, highly funded and ever growing mountain biker lobby and constituency – all at the expense of sound environmental planning.

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02-30

02-31

There appears to be no real use for the AUM except to try to keep an otherwise environmentally damaging trail open to changes in use, even after such changes create adverse and even irreversible environmental impacts that would never be allowed were they proposed by a timber harvesting project, an outdoor racing program, or a commercial touring facility in our sensitive and beautiful natural environments. In effect the DEIR can sound, when read with a suspicious eye, much like a proposal to turn the parks into a speedway for mountain bikers – even though hundreds of pages and hours of hard work have gone in to producing what is basically a sound document, if it were pruned a little here and there.

02-31
cont'd

It would appear that eliminating the AUM alternative and redoing the no AUM alternative to a point where it would not require post damage operating conditions would be the best preferred alternative. And, that alternative could simply require that if degradation of the environment shows up then the change of use is revoked until a satisfactory baseline re-establishes itself.

02-32

The DEIR makes an attempt at saying something like we just suggested, but it does not quite get there. Instead after outlining how a park could respond to a trail degraded by its change in use status (after using the AUM process as described above), the DEIR simply declares out of the blue that the AUM prevents significant damage – an assertion entirely contradicted by the fact that the same paragraph recognizes that an AUM may fail and a trail may continue to degrade while the AUM experiment is conducted at the expense of equestrian and pedestrian users:

Qualified CSP staff would inspect the trail and associated use areas that are affected by a change-in-use proposal. If staff observed adverse resource conditions, they would note any degradation that exceeds the performance standard, and the response or remedial actions recommended to resolve the issue. A follow-up inspection would occur after remedial actions were implemented. If after re-inspection, park staff determines the remedy to be effective, no further action would be required for that issue. If CSP staff is unable to remedy an identified issue, a Superintendent’s Order could be used to immediately reduce user types, seasonally or permanently close the road or trail, rescind the change in use temporarily or permanently, and/or any other action deemed necessary to protect the affected resource or use condition and maintain any adverse effect at a less-than-significant level. **As a result of the AUM process, the prospect of significant adverse effects from increases in use or changes in use timing or pattern would be precluded.** (Emphasis added.)

02-33

That conclusion makes no sense, because it follows a description of how the AUM is only triggered once an unexpected increase in use has caused a negative adverse effect. Then if the AUM again fails to reduce a negative effect the park superintendent can close the trail as part of the AUM process. The fact that the AUM process is invoked to deal with “unanticipated” negative effects is acknowledged in the DEIR, at 7 ALTERNATIVES, 7.2.2 COMPLETE IMPACT AVOIDANCE ALTERNATIVE, p. 7-4:

02-33
cont'd

The concept of this alternative also would not rely on AUM to respond to unanticipated environmental effects, because the need for AUM is based on uncertainties that significant effects may emerge that require a new management response.

Even more important, from the equestrians’ point of view, the no AUM alternative could produce a very safe environmental protection program, still allow changes in use, and come up with a refined set of SPRs and PSRs that would accomplish all the CSP’s goals except increasing the number of changes in use, DEIR at 7.2, p. 7-4:

The Complete Impact Avoidance Alternative could achieve many of the basic objectives of the proposed Process, but the number of change-in-use proposals that could attain complete avoidance of significant impacts without mitigation measures and AUM would be limited. It is possible that very few change-in-use proposals could be implemented under this alternative process, because existing trails often encounter or otherwise affect streams, sensitive habitats, sloped areas, or other sensitive resources. A system could be established to identify road and trail change-in-use projects that would avoid significant environmental impacts; however, this would be more challenging and perhaps infeasible in many cases, because of the need to recognize uncertainties regarding some potential for impacts (which would be resolvable through mitigation measures and AUM under the proposed Process). Consideration of change-in-use proposals could be facilitated with the potential for streamlining of some environmental reviews where significant environmental impacts could be avoided or mitigated. An objective and consistent evaluation tool could be established with different SPRs that reflect the goal of avoiding all significant impacts. The openness and transparency of the project evaluation process could also be established, similar to the approach for the proposed Process.

02-34

If the suggested resource protection actions, like those described in the various sections of the environmental review analyses, are made a part of any AUM proposed operating standards, then at least there would be some certainty that they would be mandatory at the point CSP realized a trail was degrading. Otherwise, equestrians believe the mountain biker lobby and constituency can apply enough pressure to cause local CSP staff to avoid taking action or even publicly admitting there is a regulatory problem.

02-35

There is, again, some ambiguity regarding how the Process will actually work. For example in the discussion of mitigations for biological resources at DEIR 4.4.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION, p. 4.4-41:

With integration of SPRs and mitigation recommended above, the biology-related impacts of a change-in-use project completed under this Process would be less than significant. If a change-in-use proposal could not maintain biological impacts at less-than-significant levels with SPRs and mitigation, it would be disqualified from approval using this Process. If CSP pursued such a project further, it would conduct a separate CEQA review process.

02-36

It is not clear if a change in use would be disqualified from approval if it required the use of AUMs. If the PSR and SPRs could not produce a project that would avoid, minimize and mitigate significant adverse effects, it is not clear if that alone will disqualify the project or whether an enterprising project proponent could propose some kind of AUM experimental program to avoid negative effects as a mitigation measure, deferring a rejection of the project for the future.

V. AESTHETICS AND CEQA CONCERNS.

The DEIR discusses aesthetic issues related with changes of trail uses at DEIR, 4.2 AESTHETICS AND VIEWS. In summarizing the goal of a high quality aesthetic experience in a park venue the DEIR states, at p. 4-2-2:

CSP’s mission includes protecting the state’s most valued natural and cultural resources and creating opportunities for high-quality outdoor recreation.

02-37

For equestrians, speeding mountain bikers destroy any “high-quality outdoor” recreational experience and threaten to cause terrible harm to the rider and the animal. Putting speeding bikers on an equestrian trail is like approving a

project to put go-cart racers on the trail. It destroys the aesthetics; such adverse effects are proper for a procedural review and consideration in a CEQA review on their own substantive merits.

Equestrians and hikers believe it is a responsibility of State Parks to provide a safe, peaceful environment for people to enjoy nature. IMBA, and other associations of mountain bikers, have funds that could be used to provide separate spaces, fields and/or arenas where bikers can test their mettle to their hearts content without endangering the public. When equestrians do their extreme sports, others are watching from behind a barricade or in bleachers, not on the ground with the sports folks.

In a similar vein, as an aesthetic and user experience criterion of environmental impact, it is important that State Parks look at the existing use of a trail under consideration for change in use. Sometimes, trails have a unique value as a "traditional" trail long used by less active trail users. There should be space within the State Park plans and policies to recognize the unique aesthetic experience of nature, taken in at foot speed, whether that be a hiker feet or a rider on horseback.

VI. GEOLOGIC and HYDROLOGIC IMPACTS RELATED TO TRAIL USE, IN PARTICULAR HIGH-SPEED MOUNTAIN BIKER USE.

Geological requirements, including those to protect soils and prevent erosion are identified at DEIR, 3.8.7 GEOLOGY, SOILS, MINERALS STANDARD PROJECT REQUIREMENTS. It is important that a requirement be added to list, GEO-1 through GEO-29 requiring the posting of speed limit signs and limiting speeds of mountain bikes or any kind of mechanical vehicles to 15 miles per hour. Construction equipment and BMPs for air quality require it because of soil disturbance and it is a serious defect that the geological requirements do not contain a similar requirement. To fail to make such a requirement clear means that mountain bikers will identify themselves as not using a vehicle and avoid the rules.

The impacts of mountain bikers are correlated with the speed at which they travel and how riders handle their bikes. The DEIR states at 4.7.5 ENVIRONMENTAL IMPACTS AND MITIGATION related to geologic conditions, p. 4.7-29:

02-37
cont'd

02-38

02-39

MOUNTAIN BIKING

Impacts unique to mountain bikes that contribute to erosion and off-site sedimentation are those caused by sudden braking or skidding, linear rut development, user conflict, the addition of unauthorized constructed features to the trail, and informal trail development. These impacts primarily result from excessive speed or using the trails under suboptimum conditions.

02-39
cont'd

The same issue of braking, skidding and speed is directly related to impacts to the hydrologic environment, DEIR, 4.10.5-28:

MOUNTAIN BIKING

Impacts unique to mountain bikes that contribute to erosion and off-site sedimentation are those caused by sudden braking or skidding, linear rut development, the addition of unauthorized constructed features to the trail, and informal trail development. These impacts primarily result from excessive speed or using the trails under suboptimum conditions.

02-40

The speed of bikers going on downhill “runs” causes environmental damage and is directly correlated to the degree of increased risk to equestrians by mountain bikers on trails. Thus, it is essential to protect the environment, mitigate for changes of use allowing mountain bikers on trails, and reducing risks to public safety that the speed limits used to prevent damage during construction be used as a project requirement for a change of use. The same speed limit would apply to horses and runners if need be. Typical high speed bike runs, going downhill reach speeds of 30 and more miles an hour.

02-41

In summarizing the very same issues that concern equestrians the DEIR states, at 4.14 RECREATION environmental effects analysis and discussion, p. 4.14.1-2:

Some mountain bikers often desire challenging, adventurous, and/or technical-skill oriented trail experiences, including narrow single track, rough or loose surfaces, turns, and relatively steep grades. Aided by ever-advancing technology for light weight, power transfer, traction, and suspension, many mountain bikers are able to “push the envelope” of speed and obstacle negotiation capability. Mountain bikers can attain high rates of speed, particularly on wide trails with good sight lines, flat or downhill grades, and few obstacles.

02-41

Importantly, it is not CSP policy to provide trails for fast, highly technical, or adventure-oriented rides for mountain bicyclists within the State Park System. CSP trails are designed to place the emphasis on the user access to allow an appreciation of the natural setting and resources, rather than the mode of travel. CSP trails, particularly those with connectivity to other trail systems can be well-suited for longer-distance (10 miles +) mountain bike touring. Although design to accommodate mountain bikes, including speed control features, is important to make multi-use trails work, mountain bikers need to be aware of and cooperate with the type of use that CSP trails are intended to accommodate. CSP trail information emphasizes this, and the recommended trail use conflict management measures will help to reinforce this (CSP 2011b; pg. 8). (See Section 7.3, CSP Approach to Trail Use Conflicts Related to Change in Use, in Chapter 7, Trail Use Conflicts.)

The DEIR recognizes that a new use can change a trail such that the quality of the trail recreational use can be impacted. To goal, as stated in the DEIR, is to provide a “quality recreational experience,” as stated in the DEIR at 4.14.4, p. 4.14-7:

When a new use is added to an existing trail, the numbers of users on the trail could increase, allowing more visitors to enjoy park resources. Implementation of the proposed Process would ensure that trail design is appropriate and adequate for the expected numbers and types of trail users, allowing for a quality recreational experience for all users and preventing environmental damage from the changed uses.

To provide such a quality experience on a continuing basis for equestrians means it is absolutely essential and necessary to post and enforce speed restrictions on mountain bikers. Also, the other identified SPRs, PSRs and the suggested AUM project proposed operating conditions (with the above described reservations) can help protect the parks, the park environment, and the existing park users from the damage and dangers associated with mountain bikers on our trails.

William Davis
 on behalf of CET&LC
 California Equestrian Trails and Lands Coalition

02-41
 cont'd

EXHIBIT 1

Report on Mountain Bike Damage Prepared by Lynn Brown

Exhibits to CET&LC Comments on DEIR

NOP Comment Letter O-5

The following pages show some of the impact that mountain biking has had and continues to have in the Palos Verdes Nature Preserve in Rancho Palos Verdes, CA.

This was prepared in an effort to inform decision makers what they can expect if they decide to permit mountain biking in Los Angeles city parks.

NOP Comment Letter O-5

Mountain bikers have carved numerous trails in the Palos Verdes Nature Preserve, often down steep hillsides, over cliff faces, across pillow lava, over natural or built up "bumps," and through slow-growing native vegetation. Such trails, and their continued use, have had an adverse impact on the topography, the habitat, animal life, and other users in the Preserve. Land managers' (and volunteers') efforts to restore damaged habitat, close off unauthorized trails, and eliminate safety hazards have repeatedly been thwarted by vandalism, destruction of mitigation efforts, and disregard of signs, warnings, physical closures, and reroutings.

A number of people have been hit by mountain bikers in the Preserve. Many people tell of having been startled by mountain bikers speeding past. And many people simply no longer hike or ride their horses in the Preserve, for fear of being hit by a mountain biker or having their horse throw them after being spooked by a mountain biker.*

* Dozens of people have submitted written correspondence and spoken up at Rancho Palos Verdes City Council meetings to inform decision makers of these experiences with mountain bikers.

NOP Comment Letter O-5



Photos above are from 2006 and show mountain bikers using trails they carved over a low cliff to create a favorite jump spot. Below, a more recent photo of the same area shows the damage that has been done to topography and habitat. The mountain bikers also pose a hazard to others using the primary, wide, authorized trail (at bottom left, below).



NOP Comment Letter O-5

Recognizing the hazard of the jump spot pictured on the preceding page, in order to block access to it, a post and rope blockade was installed by volunteers under the land manager's supervision. Bicyclists continued to go over and around it to access the jump spot. Cactus were installed. Over several months, the cactus and the post and rope were repeatedly removed, then repeatedly replaced by volunteers.



Photo at left shows the cactus installation at the access to the jump spot pictured on the preceding page. Photo at right shows many of the cactus have been uprooted. Several times the post and rope blocking access was taken out, then replaced. Eventually the rope blocking access was cut (photo at left) and virtually all cactus were removed. August 2009

November 2008



NOP Comment Letter O-5

The photo at right shows bike riders jumping off another cliff near the entrance to the Portuguese Bend Reserve, part of the Palos Verdes Nature Preserve. Again, they land on a heavily used, authorized trail at the base of the cliff.



The photo at left shows the beginnings of another trail being carved down a steep hillside.

NOP Comment Letter O-5

Yet another example of trails carved by bicyclists over a steep cliff side and into habitat below.

Point of reference



NOP Comment Letter O-5

The photo below shows a mountain biker who came off the jump pictured on the preceding page and is riding down the unauthorized trail network pictured in greater detail on the following pages. May 2009

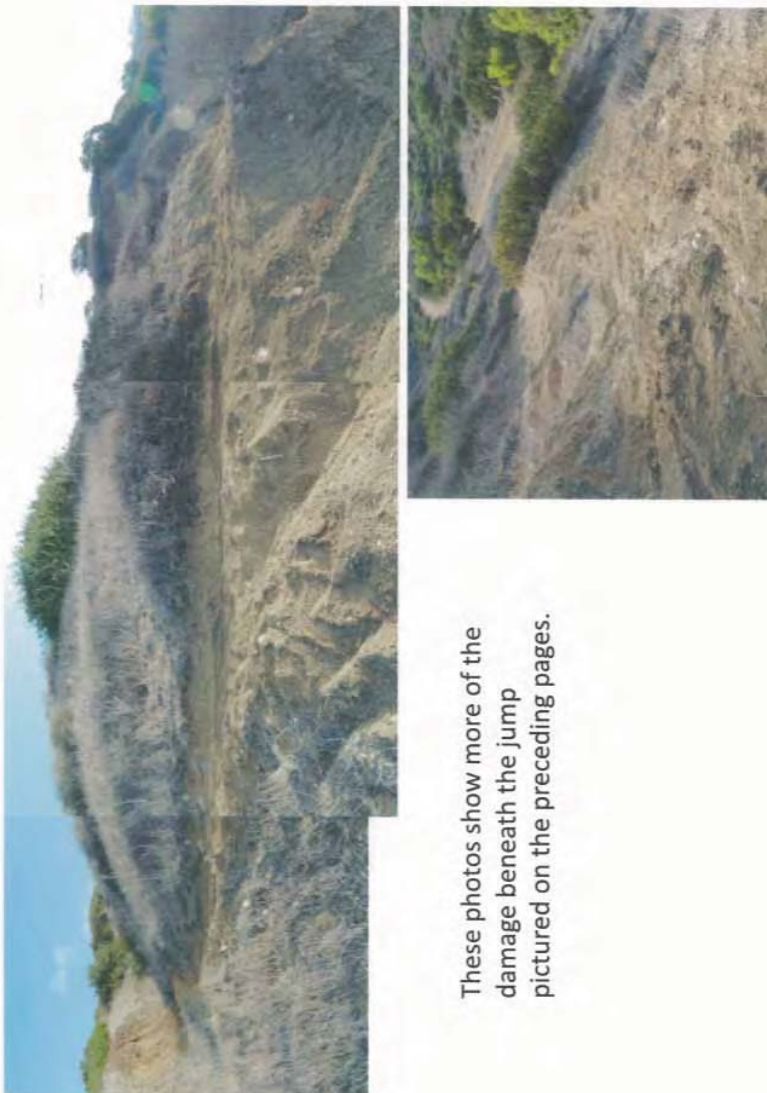


NOP Comment Letter O-5



The photos above show just part of the damage done by mountain bikes carving up the habitat and displacing fragile soils beneath the jump pictured in the preceding photos.

NOP Comment Letter O-5



These photos show more of the damage beneath the jump pictured on the preceding pages.

NOP Comment Letter O-5



A typical scenario: The rider (pictured right) came down from the unauthorized trail network pictured on preceding pages (hidden from much of the Preserve's authorized trail system), continued down the unauthorized trail below left, across the heavily used authorized trail (below right), and cut into the side brush as evident from the track in the photo below right.



He then looped back around to ride the same unauthorized trail network again within less than 10 minutes.
May 2009

NOP Comment Letter O-5

Not all jumps are high.



The photos above and at right show the two ends of a short trail formed off the primary, authorized trail. This type of trail made to take advantage of a particular feature in the Preserve is illegal, yet occurs repeatedly in the Preserve.



January
2007

NOP Comment Letter O-5

Despite rules put in place to prohibit this sort of thing, it continues.



Above, another unauthorized trail is being formed over a bump to the right of an existing, authorized trail. May 2009.



Above is yet another example of a trail created up over a rise to the left of an existing, authorized trail, again putting at risk other trail users coming around the bend and damaging the natural contours of the land.

NOP Comment Letter O-5

Not all jumps are naturally occurring.



These photos demonstrate how dirt piled on rocks, sandbags, wood and other filler can be built up to form doubles and triples, sometimes on a trail, sometimes off to the side.

NOP Comment Letter O-5

Mountain bikers have carved numerous trails in the Preserve, down steep hillsides, over cliff faces, and over natural or built up "bumps" in an effort to add speed and technical challenges to their rides.



It may be fun for the mountain bikers riding such trails, but it has damaged plant life, intersected habitat, and created a safety hazard for users of the authorized trails. Above is another example of an unauthorized trail running down the hill (from the left), across the primary trail and on down the hill on the opposite side, creating a safety hazard for others.

NOP Comment Letter O-5



These photos show another area of the Preserve that has many unauthorized trails, which continue to be heavily used by mountain bikers because they are technically challenging. In addition to the native vegetation here, what makes the area special are the area's unique geological features. Many of those features have been destroyed or irreversibly damaged by mountain biking.



NOP Comment Letter O-5



The above photo demonstrates the trenching that can occur when a trail characterized by dry, powdery soil sees considerable use by mountain bikers. July 2009



Mountain bikes have caused irreversible damage to rock formations in the geologically sensitive pillow lava area of the Preserve.

NOP Comment Letter O-5

Not all of the trails made by mountain bikers were intentional.

Some were made accidentally by mountain bikers who lost control and veered or skidded off trail.

Biker down.



At the point where the tracks go off trail in each of the photos below, there is a curve after a downhill section. Mountain bikers often fail to slow before the curves and ride off the trail.



NOP Comment Letter O-5

In the Palos Verdes Nature Preserve, there is an approved trails plan. Approved trails are marked to indicate which trails are available for use by equestrians, pedestrians, and/or mountain bikers.



All but one of the trails in the above network are illegal.

New, illegal trails continue to be forged.
July 30, 2009



NOP Comment Letter O-5

Once a trail is formed, it's very difficult to close it off and return the trail bed to its natural state. Closing off unauthorized trails involves a lot of work which is often thwarted by bikers' attempts to take back such trails. The photo below, left, shows one fairly successful effort to block access to an unauthorized trail, but it took several attempts and many hours of labor and the result detracts from the natural environment. In the rare instances that unauthorized trails are abandoned and have the chance to grow back spontaneously, what grows in place of the original, high quality native vegetation is oats and other non-native, invasive species, as seen below, right.



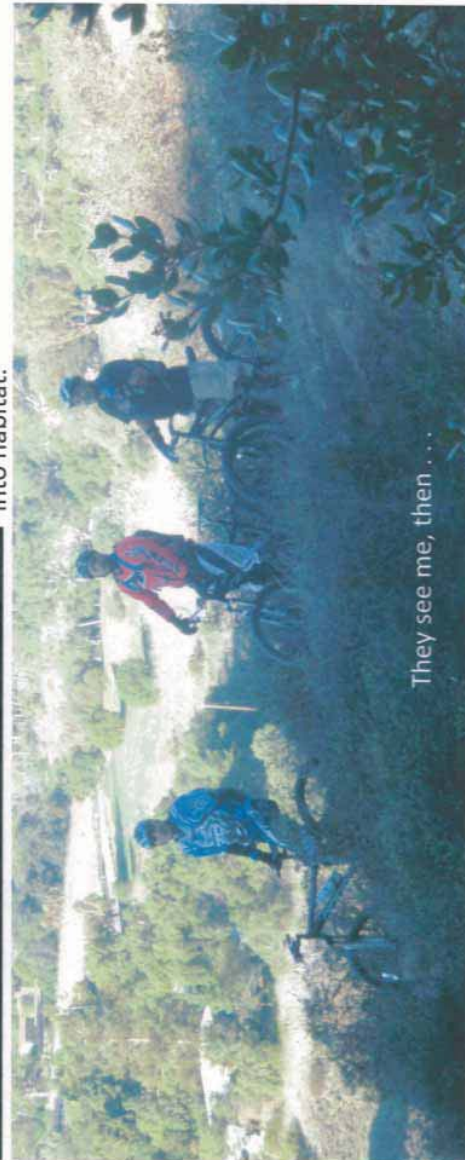
NOP Comment Letter O-5



Riding down unauthorized trails , then into habitat.



The riders in these photos came to this area on pedestrian equestrian only trails (marked "no bikes"), then rode down trails that are not in the approved trails plan, then rode into the habitat.



They see me, then . . .

NOP Comment Letter O-5



... after seeing me, they
turn around.



I can hear the
vegetation being
crushed beneath them.

NOP Comment Letter O-5

Mountain bikers riding down a trail labeled for pedestrian equestrian use only, no bikes.

July 30, 2009 at about 6 PM

Again, it is evident that they know they shouldn't be here. When they see me, someone says "she's got a camera" and they turn and ride down another trail.



NOP Comment Letter O-5

These mountain bikers may think that they aren't doing any harm—that they are riding through a weed patch or “dead stuff.” Much of the vegetation here is dry and brown and appears to be dead for a good part of the year. It is merely dormant. In addition, where there are patches of non-native “weeds,” there is also a seedbed of wildflowers.



In these photos the wildflower known as Pearly White attempts to gain a foothold.

And of course there is other wildlife disturbed here. . . .



NOP Comment Letter O-5



Note the nearby bicycle tracks and consider what the likelihood is that the rider would see this little guy and be able to stop or veer away. Consider what the likely result would be if the snake had been a few inches further over to the center of the trail at the moment the bike passed by.

Humans and plant life aren't the only ones to be at risk when sharing the trails with mountain bikers in the Preserve. The photo at right shows a baby snake on a trail in the Preserve. (close up below)



NOP Comment Letter O-5



Unsure about this one? See the next page.

That baby snake was lucky.
These rabbits weren't so lucky.



NOP Comment Letter O-5

The rabbit pictured below was found dead, just off to the side of a trail that winds down a hillside and is popular with mountain bikers. It appeared to have been hit with some force that likely broke its neck and knocked it into the dry mustard stalks just off the trail. There was no evidence that it had been attacked by an animal. Its fur was unmarred.



NOP Comment Letter O-5

Another, this time a baby, found completely intact, just to the side of a trail at a bend where mountain bikes travel fast.



Some say maybe a fox or coyote attacked this little guy. If that were the case, wouldn't you expect the predator to have taken at least a little nibble?

NOP Comment Letter O-5

Ask yourself where you would go if these mountain bikers were riding toward you fast on this narrow trail. It is not approved for bike use and yet mountain bikers ride here every day. This photo was taken one day when I was hiking with my two young daughters. These two mountain bikers were riding fast around a curve toward us. My girls were ahead of me at a point in the trail just beyond this which is a bit wider, so fortunately we were not hit. On another occasion, on another trail, one on which mountain bikers are permitted, I wasn't so lucky. I saw the mountain biker coming and, when I had my back turned to him as I looked for snakes in the brush to see if it would be safe to step off the trail and out of his way, he sped by and hit me. I wasn't injured, physically, but what about the next time?



NOP Comment Letter O-5

Several of the most vocal members of the mountain biking community have attempted to paint a picture of mountain biking that is much different from the way they engage in the sport. They want to paint it as a leisurely activity in which participants are out to enjoy nature. They want to paint a picture of families out riding together, as families might stroll through the hills on foot together. No doubt there are some mountain bikers who are content to ride in that manner. From what I've seen, more often than not, mountain biking is an aggressive, hard-driving sport in which participants challenge themselves and others to take on nature.



Those riders and that sport drive technology for increasingly sophisticated gear, with heavy duty shocks and tires to facilitate speed over difficult terrain and heavy duty protective gear for riders who fall. That technology is designed with the riders' needs in mind. It doesn't take into account the impact that increased speed and ability to be aggressive on trails has on other trail users.

It is vital that decision makers understand the impact mountain biking has on limited resources and it is vital that they understand that mountain biking, in general, brings an entirely different state of mind than that of most visitors to the Preserve and similar areas—those who come for the peaceful, tranquil setting away from the stress, intensity, and pressures of city life.

EXHIBIT 2

Email to ACE describing mountain bike–equestrian incident

Exhibits to CET&LC Comments on DEIR

Exhibit 2. Email report circulated to ACE members.

ACE members,

There was a serious Trail Alert up on Park Watch this past week to alert other trail users that a one-time permit was given to allow a 100-mile mt. bike race on the Western States (Tevis) Trail.

This trail is considered one of the most treacherous in the nation with no access for safety personnel. Because of that reason, mt. bikes aren't allowed on most of it, let alone those who are racing at high speeds.

Last year the permit was requested and ultimately wasn't given. But, this year, despite the outcry from the trail-using community, a different (larger) promoter was given a permit.

And, the very worst happened.

Crystal Costa didn't realize there were racing mt. bikes on the trail and was riding her Tevis-trained horse with two others. She was close to Francisco's when the mt. bike racers come by. One of the mt. bikers was going too fast, crashed his bike and scared her horse. In his fright, her horse stepped on one of his boots and it twisted, frightening him further. Crystal was thrown into brush and rock and landed on her back.

She was helicoptered out. She had to wait three hours for a helicopter because all of them were fighting the Robbers fire. The cyclist who caused her accident stayed with her the whole time.

She has a badly broken back and is facing paralysis. She will be in the hospital for a minimum of a month.

This accident shouldn't have happened. The WST is clearly not safe for an extreme sport mt. biking event to share with other trail users. The land managers who allowed this race were closing their eyes to the real dangers - and Crystal paid the ultimate price.

EXHIBIT 3

Email to ACE members regarding trail safety

Exhibits to CET&LC Comments on DEIR

Exhibit 3. Email report text circulated to ACE members.

ACE members,

A plea from NPS on mt. bike speed.

If you go to the newspaper's web page, you can read all the comments, 90% of which are agreeing with the NPS Rangers that mt. bikes are going too fast for safety on multi-use trails.

From the Ventura Star County Newspaper
Nov. 20, 2012

=====
NATIONAL PARK SERVICE URGES MOUNTAIN BIKERS TO SLOW
DOWN

<<http://www.vcstar.com/news/2012/nov/20/national-park-service-urges-mountain-bikers-to/#ixzz2CulwVp8p>>

Park Ranger Melanie Turner responded to a mountain-biking accident in the Santa Monica Mountains National Recreation Area about six months ago.

One rider had to be flown out of the park with a broken collarbone and other injuries. A second bicyclist suffered a broken arm.

The crash was one of several in the Cheeseboro area of the park in the past year. Officials say they are seeing more complaints and crashes on trails throughout the area, and speed has become a big concern.

The maximum bicycle speed limit in the mountains is 15 mph, Turner said.

"But there are places where 15 or 10 mph is too fast. There are places where you should be going 5 or 2 mph," she said.

On a new cycling website, however, some riders have boasted of speeds up to 35 mph, Turner said.

"I would like it to be family-friendly, a place where people can have a good time," Turner said of the park. But that means everyone must exercise common courtesy - something lacking at the moment, she said.

The National Park Service is working with biking groups, plans to schedule a town hall meeting for next month and is posting warning signs in some areas.

Volunteers with the park's mountain bike unit also help, officials said. They regularly ride the trails, acting as the eyes and ears of the National Park Service. They also can provide first aid or call for more help.

While the majority of bicyclists ride safely, excessive speed "has always been a problem with a few bikers," said Stacey Best, coordinator of the unit.

One trouble spot is Sulphur Springs in the Cheeseboro area. On one trail, "It's very steep, very rocky, very washed out," Turner said. Going down is "a complete blind drop."

The area is popular with park visitors and has a lot of blind corners, which can cause problems, said Vince Gest, a Thousand Oaks man who rides a mountain bike regularly in the Santa Monica Mountains.

While he usually is on a bike, his daughter and wife ride horses on the trails, and all three of them also hike. Everyone has a responsibility to use the park safely and be considerate, he said.

Accidents can occur if a cyclist or horseback rider is going too fast or a group of hikers is walking shoulder to shoulder across the trail, not knowing whether someone is coming around a corner, he said.

To spread the safety message, the National Park Service has teamed up with the Concerned Off-Road Bicyclist Association, a nonprofit founded 25 years ago to represent mountain bikers in Los Angeles and southern Ventura County.

"You have to keep in mind that speed is subjective," said Mark Langton, president of the group. What one person thinks is slow may be too fast. Even at 10 mph, a bicyclist can startle someone on the trail.

"Most people know they shouldn't be going fast around other people," he said. "The vast majority of people are riding responsibly."

But while the number of accidents is still relatively small, Langton said, any increase raises concern. The organization is using its resources to promote safety.

"Whether it's on a bike path down at the beach or in a park, if you're going too fast on a bicycle around other people, it can be dangerous," he said.

For safety tips from the National Park Service, go to <http://www.nps.gov/samo/planyourvisit/bikesafety.htm>.

Posting new mt. bike safety and etiquette rules:

<<http://www.nps.gov/samo/planyourvisit/bikesafety.htm>>

EXHIBIT 4

www.parkwatchreport.org trail incident reports

Exhibits to CET&LC Comments on DEIR

INCIDENT REPORTING										
Date Submitted	Status	Incident	Park	Staging Area	Trail	Maint	Legal	Conflict	Injury	Comment
3/12/2010	Closed	Loose dogs	Folsom Lake SRA	Granite Bay	Beach Trail		X		X	X
4/30/2010	Closed	Collison between me (trail runner) and mt. biker on single track trail, et al.	Folsom Lake SRA	Granite Bay	(Unknown)				X	X
5/21/2010	Closed	Riders off horses	Folsom Lake SRA	Negro Bar	(Other)				X	
6/20/2010	Closed	Gas Powered, Remote Control Vehicles / endangering equestrian	Folsom Lake SRA	Snowberry Creek	(Unknown)			X	X	
6/29/2010	Closed	Dog off leash / Killed Wildlife	Folsom Lake SRA	Snowberry Creek	(Unknown)				X	
6/14/2011	Closed	Trail sabotage	Folsom Lake SRA	Granite Bay	(Unknown)		X	X	X	
6/18/2011	Closed	Lost Horse on Pioneer Trail, Lone Grave staging	(Other)	(Other)	(Other)				X	
7/21/2011	Closed	Dog attack on horse	Folsom Lake SRA	Beals Point	Pioneer Express Trail			X	X	
11/5/2011	Closed	Equestrian Accident caused by mt. biker	Folsom Lake SRA	Snowberry Creek	(Unknown)		X	X	X	X
11/16/2011	Closed	Trail safety not observed by a runner, endangering equine riders and hikers.	(Other)	(Other)	(Other)		X	X	X	
7/24/2012	Closed	equestrian/horse attacked by dogs at Rock Lake, Loney Meadows	(Other)	(Other)	(Other)		X		X	
11/26/2012	Active	Equestrian paralyzed by mt. bike racer	Auburn SRA	(Unknown)	Western States				X	
11/26/2012	Closed	Horse killed, woman injured by trail bikes at Folsom Lake SRA	Folsom Lake SRA	Sterling Pointe	Beach Trail				X	
13 Incident Reports Found						0	5	5	13	3

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11/26/2012 09:55:51



December 4, 2012

Environmental Coordinator
 California Department of Parks & Recreation
 Northern Service Center
 One Capitol Mall - Suite 410
 Sacramento, CA 95814
 Email: CEQANSC@parks.ca.gov

Re: Statewide Trails

To Whom It May Concern:

The California Native Plant Society (CNPS) provides the following comments regarding the Draft Program EIR (PEIR) for the California State Parks Road and Trail Change-in-Use Evaluation Process.

The California Native Plant Society (CNPS) is a non-profit organization whose mission is to protect California's native plant heritage and preserve it for future generations. Our nearly 10,000 members promote native plant appreciation, research, education, and conservation through statewide programs and 33 regional chapters in California.

CNPS acknowledges that while providing California Department of Parks and Recreation (State Parks) a potential benefit of facilitating the review of future road and trail work, a Program EIR must also place a deepened responsibility on State Parks for adequate review of subsequent project-level EIRs and/or other appropriate subsequent environmental documents.

CNPS has observed over the life of CEQA that projects tiered from programmatic EIRs often escape the level of scrutiny that a stand-alone project EIR would administer, and that tiered-project EIRs are often resolved by lead agencies declaring "no significant impact" decisions based on the narrower context in which tiered projects are formulated.

In the Road and Trail Change-in-Use Draft PEIR, we are specifically concerned with the programmatic approval of change-of-use project related "line of sight corrections" to a trail route. Activities associated with correcting or straightening a trail segment, "where realignment begins and ends at an existing route," and that, "extends only as far as necessary to avoid the unsustainable condition..." can include the cutting of significant amounts of "obstructing" native vegetation (e.g. chaparral).

Such trailside vegetation management or trail-straightening actions could involve quite long segments of trail realignment or trailside "brush removal" of native vegetation and associated habitat on any single project, including potential impacts to rare, threatened, or endangered plant species and communities. How will State Parks determine whether or not the amount of vegetation removed as part of a change-in-use project will have a significant impact to plant populations and associated habitat values? How will this determination be made both at the project level and cumulatively at the programmatic

03-1

03-2

level? This is not made clear in the current Draft PEIR, and must be clarified before approval of a Final PEIR.

03-2
cont'd

Thank you for fully considering our comments.

Sincerely,



Greg Suba
Conservation Program Director
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Protecting California's native flora since 1965

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December 4, 2012

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Re: Programmatic EIR for State Parks Roads and Trails Change In Use

The Concerned Off-Road Bicyclists Association (CORBA) is a 501(c)(3) non-profit, representing off-road cyclists in the Los Angeles and Ventura County areas. We are a local chapter of IMBA, the International Mountain Bicyclists Association. Our membership comes from a vast diversity of backgrounds, skill and fitness levels, bicycle riding styles and desired experiences on trails both in State Parks and other open space areas. CORBA's mission includes the preservation of our open spaces, informing the public about trail and open space issues, education of bicyclists about proper trail etiquette and educating non-cyclists about off-road cycling in all its diverse genres.

04-1

First and foremost, we would like to point out that the comments submitted by CORBA on November 30, 2010 do not appear in the current draft document appendices. A copy is also attached to this email of those comments is attached to this email.

We appreciate the opportunity to submit comments on the Draft PEIR. While we commend State Parks for putting together such a comprehensive document that is a step in the right direction towards implementing the State's stated multi-use policies and objectives for trails, we find that it is based on some glaringly inaccurate assumptions.

04-2

The PEIR fails to recognize that bicycles and hikers have similar capabilities for traversing rough, steep, narrow or otherwise technically challenging terrain, whether the skill level of the bicyclist necessitates him or her to "hike-a-bike" (walking the bike through a section that is beyond their skill or fitness level), or whether they are able to ride through a section. The criteria used to determine the suitability of a trail for the addition of bicyclists as a user group wrongly assumes a level of skill and fitness of

that of a beginner or novice cyclist. In fact, many trails within the State Park system and other jurisdictions that are currently open to bicycles are much more technically and physically challenging than many which remain closed to bicycles, including for the baseline recommendations of tread width, surface textures and maximum grades. We recommend that the addition of signage to indicate a technically or physically challenging trail, alerting trail users to the potential trail hazards and challenges ahead, be offered as an approach to open trails where such conditions exist.

04-2
cont'd

Many such trails lead to significant points of interest, views or overlooks or other destinations of interest to all trail users, or provide connectivity to trails that do. The PEIR also fails to recognize in this section that travel speeds on technically challenging terrain are generally much lower than speeds on wider, smoother trails, where “artificial” treatments such as pinch points are then required to reduce speeds.

Given this fact, it is apparent that many more trails could be opened to bikes without going through a cumbersome, lengthy, and extensive change-in-use process. In fact, the State’s limited resources leave us questioning whether, after 25 years of being excluded from many, many trails in State Parks that could easily accommodate bicycles, the State will in fact be able to work through the two-decade long backlog of hundreds, if not thousands of miles of trails that have been requested to be opened to bicycles by CORBA and other organizations around the State. This Change In Use process as outlined is labor-, time- and resource-intensive. Based on State Parks’ track record of failing to fulfill its own objectives for trails over the past 25 years, we find it hard to believe that the PEIR and change in use process in its current form will in fact result in significant near-term opening of trails to bicycles.

04-3

State Park districts have a history of being unable to complete the tasks directed of them from Sacramento. In 1994 districts were instructed to assess trails in order to develop a list of those suitable for multiple use by 1996. Most districts failed to do this. In 2004, a trail use policy provided a process for districts to create multi-use trails, and again most districts failed to implement the process. The current Change In Use process, which has been a “work in progress” since 2008, has proven too expensive for many districts to implement. In fact the Change in Use process assessment and recommended mitigations have been applied to a trail that was already designated multi-use, which we feel was a misapplication of available resources. For these reasons, we are concerned that the Change in Use process, as it is currently outlined, will have little near-term affect in increasing trail access opportunities for bicycles in State Parks.

04-4

Instead, and given the aforementioned concerns and inaccurate assumptions about bicyclists, we would prefer to see trails opened to bicycles “as is” with Adaptive Management principles used to monitor and report on the results. The Change In

04-5

Use process could then applied if that monitoring provided hard evidence of a need for further study or mitigations. If after monitoring the objective evidence points to a need, it is much easier to close a trail to a user group than it is, under this process, to open one. This is a fundamental change in the CIU "flow chart" organization, but would result in more opportunities for bicycles, less cost to the State and taxpayers, fewer trail unnecessary trail modifications, and more dispersed use of trails by bicycles. The funds saved in this approach could be applied to better enforcement and education, both of which have far-reaching positive impacts beyond just a single trail.

04-5
cont'd

In fact, this is the approach inferred by the Public Resources Code (CCR sections 4359 and 4360), which specifically states that trails should be opened to bicycles unless specifically closed. These codes also state that trails should be closed to horses unless specifically opened, a stance with which we disagree. We feel all trails should be opened to all users, unless specifically closed. We strongly feel that these codes should be referenced in section 3.3, the "Policy and Planning Context" and that their omission fails to provide the complete context of the regulations under which bicycles should have been managed for the past twenty five years.

04-6

Another incorrect assumption about bicyclists is the repeated use of the term trails as "attractions in themselves" and the stated position that it is not the State's mission to provide trails as "attractions in themselves" for bicycles. We find it hard to fathom that the code limiting "attractions in themselves" in State Parks was intended for natural surface trails. Trails are the primary means by which a majority of park visitors experience and appreciate a park unit. It is nearly impossible to dissociate the "trail experience" from the "park experience." Trails are an integral part of the park experience, and in many natural area and open space park units, trails are the only way to fully "enjoy and appreciate the resource."

04-7

Just as there are many and varied types of parks, types of terrain, bioregions, habitats, cultural and natural resources, there are many type of trails. Trail users expect and look forward to a variety of trail experiences within State Parks. All trail user groups have within their ranks a range of abilities and expectations from novices to experts, and it is the natural inclination of humans to seek to improve their fitness, skill and comfort on a variety of terrain over time, whether on horseback, on foot or on a bicycle.

04-8

To state that all trails must meet a certain set of standards to be considered viable for multiple use, is to misinterpret the range of desired park experiences of all park visitors including bicyclists. Trail users do not look forward to a homogenized look-alike set of paths through parks any more than they expect to see exactly the same terrain along each trail or in each park unit. To apply rigorous "standards" to these trails is to deny the diversity of experience that all trail users seek and expect. Trail "standards" are difficult if not impossible to apply consistently given the variety of terrain and geology through

which trails pass. These should be referred to as “guidelines” where mentioned in the PEIR.

04-8
cont'd

These Standards are referenced in the CSP Trail Manual, however this manual has not, to our knowledge, been made available for public or peer review, nor is the complete document included in the appendices. We would like to see the CSP Trail Manual made public, put through a peer and public review process, and updated at a minimum every five years to incorporate the most current research, technologies and trail user group trends.

04-9

When a Project Specific Requirement for a mitigation is identified that is necessary to address a trail’s already-existing environmental impact, where the user group being added to the allowed uses has less impact than the currently allowed users (eg. bicycles having less impact than horses, as acknowledged in Table 4.10-3) the addition of that user group to the trail should not be postponed until after the PSR is implemented. The environmental impacts are already taking place. To delay the addition of a group until after mitigating measures for these impacts are installed or implemented is unfair when no other issues are identified. This is especially true in the current economic climate where the implementation of the mitigating measures might take a significant amount of financial resources that may be unavailable at the time. Those mitigating measures can be scheduled for later implementation when financial and other constraining resources are available. Alternatively, the trail should be closed to all users if the ongoing impacts are significant.

04-10

The appendices of the PEIR provide plenty of evidence showing that multiple use trails can be safe, sustainable and successful. The PEIR does a good job of calling out where personal opinions and claims deriding mountain bicyclists lack any documentation or supporting evidence. Some of the “evidence” submitted is correctly refuted as hearsay or unsubstantiated. The PEIR correctly identifies the general scarcity of incidents and accidents, and acknowledges that perceived conflict is subjective and infrequent, while incidents and accidents are much rarer. We commend State Parks for correctly addressing these claims.

04-11

Finally, regardless of whether the change in use process is adopted as described or modified to prioritize Adaptive Use Management before the CIU process as we have expressed, the State needs to assign staff specifically responsible for overseeing the change in use process statewide, with a budget sufficient to move through the backlog of change in use requests expeditiously and in good faith.

Below are some specific observations on the content of the PEIR itself.

Sections 3-14 and 4.4-41: directs CSP staff to inspect a route semi-annually after a change-in-use for the first three years after implementation. The inability of a CSP

04-12

unit to fulfill this requirement due to shortfalls in staffing, financial resources or other hindrances should never be grounds for reversal of the Change In Use ruling. We find that this is one more example of the resource-intensive nature of this process, and wonder whether it will be implemented.

04-12
cont'd

4.1-10 – Refers to linear rut development, but fails to cite research or evidence for such a claim. In our experience, soil displacement by all users, followed by hydrologic erosion are the predominant causes of ruts. Cyclists tend to avoid ruts, riding along their edges which helps break down the sides of the rut. If there is evidence for this claim, we'd like to see it referenced.

04-13

4.6-1 needs to explicitly state that multi-use including bikes may be appropriate on trails in cultural preserves. While this is our understanding after conversations with CSP staff, explicitly stating the same would remove any ambiguity in the matter, and make it clear to district superintendents.

04-14

4.7-29 – Refers to user conflict as contributing to geological impacts. We fail to see how user conflicts could contribute to geologic impacts and would like further references or clarifications.

04-15

Table 4.10-3 makes it clear that horses have significantly greater impacts to hydrology, water quality and sedimentation than either hikers or bicycles. Yet resource protection is often cited as a reason for prohibiting bicycles on trails. It is apparent from this table that, barring other considerations, many more trails that are currently open to equestrians should either be closed to equestrian use to protect the resource, or should be opened to bicycles who have less impacts than the currently allowed users.

04-16

Table 4.14-1 outlines five categories of trails by their designated use and trail type. It doesn't separate out trails within State or Federally designated Wilderness areas, which are by definition and law, closed to bicycles and therefore will never be candidates for a change-in-use to include bicycles. We would like to see this table break down trails inside and outside of wilderness areas. We'd also like to see the State's inventory of trails from which this table was compiled, as the data provided seems to imply that bicycles have more access than our experience would indicate.

04-17

Section 4.14.1 (page 4.14-2) fails to recognize that many trails which are highly technical lead to significant points of interest, or provide connectivity to other trails, park units or otherwise desired destinations. While it may not be CSP policy to provide for such trails, it is CSP policy to allow users to enjoy and experience the park's natural features. Where a trail that leads to a point of interest or provides through-connectivity to other trails is considered technically challenging, due consideration to this connectivity or access to points of interest must be given.

04-18

Section 8.3, paragraph 2, refers to mountain biking as “active recreation” which lies outside the mission of CSP. In this situation it is referring to high-speed or highly technical travel by bicycles. However, mountain biking is not an “active recreation” as defined in the literature. Trail conditions may induce or require highly technical travel or higher speed, but do not require the construction of specialized facilities. Active recreation is generally defined in the literature as a recreation that requires specific construction or facility such as a football field or basketball court.

04-19

In the appendices, section 2.6.1 States that *Singletrack is the most popular or sought after type of mountain bike trail*. This is not necessarily true, as there is a wide range of desired park experiences. Some prefer the ease and openness of fire roads, while others prefer singletrack. However, narrow singletrack trails is where the greatest disparity of trail miles available to bicyclists exists, and is therefore the primary subject of the change-in-use process. It also fails to recognized that travel speeds on fire roads are inherently faster than on narrow trails.

04-20

2.6.1 States that Backcountry trails must have a minimum 18” width for the accommodation of bicycles, but not equestrians, However “backcountry” is not clearly defined. In our experience the greatest concentration of hikers is within the first two miles of a trail, or on trails that lead to a point of interest less than two miles distance. With increasing distance there is decreasing use by hikers.

04-21

2.6.6 *Elements should be placed so that they provide more of a visual “pinch point” than a literal narrowing (see Figure 2-3)* Some of the pinch points demonstrated on Tapia Spur trail in Malibu Creek State Park have been constructed as a literal narrowing of the trail. While skilled riders are able to easily negotiate these pinch points, average riders have expressed difficulty at navigating them in the uphill direction, where traction is less than desirable, and slow-speed balance, a more advanced skill, is required to negotiate them. The design criteria for pinch points needs to take into consideration grade and surface condition (traction) to comply with the desired objective to be “easy for the average user to negotiate.” In steeper, looser conditions, the minimum physical distance between the obstacles forming the pinch point must be greater than that recommended on lesser grades or high-traction trail tread surfaces. These guidelines should be included in the State Parks’ trails manual, which has not been made available publicly.

04-22

Under measures, 2-16 *The speed control features are substantial enough in volume that users can easily see them and will not accidentally or deliberately run over them (e.g., 3 to 4 feet high and 4 to 6 feet wide)*. These specifications will be unrealistic on many trails, and we’d prefer to see the example measurements removed. The fact that they should be easily visible should be specific enough.

04-23

Thank you for your time and consideration of our position.

Sincerely,

Steve Messer
Vice President, Concerned Off-Road Bicyclists Association
steve@corbamb.com

About CORBA: The Concerned Off-Road Bicyclists Association (CORBA) is an all-volunteer 501(c)(3) nonprofit, and a chapter of the International Mountain Bicyclists Association (IMBA). Formed in 1987, CORBA works with land managers and the off-road cycling community at large to foster off-road cycling as a healthy, sustainable outdoor recreation in Los Angeles and Ventura Counties. CORBA is dedicated to preserving open space, maintaining public access to public lands, and creating more trail opportunities for all to enjoy. CORBA works with California State Parks, National Park Service, National Forest Service, Mountains Recreation Conservation Authority, Conejo Open Space Agency, as well as other local City and County government agencies. Our Volunteer Trail Crew, Youth Adventures, Free Skills Clinics, CORBA Kids Club and other programs promote off-road cycling recreation, and the responsible use and stewardship of our trails and open spaces.



December 4, 2012

Environmental Coordinator
 California Department of Parks & Recreation
 Northern Service Center
 One Capitol Mall- Suite 410
 Sacramento, CA 95814

Subject: Statewide Trails

Dear Sir:

I am writing on behalf of the International Mountain Bicycling Association (IMBA) and the many mountain bikers that ride natural surface trails throughout California and the California State Park System. The purpose of this letter is to provide input on the Draft Program Environmental Impact Report, California State Parks Road and Trail Change-in-Use Evaluation Process (PEIR).

05-1

IMBA is a non-profit educational association, whose mission is to create, enhance and preserve great trail experiences for mountain bikers worldwide. Since 1988, IMBA has been bringing out the best in mountain biking by encouraging low-impact riding, volunteer trail work, participation and cooperation among different trail user groups, grassroots advocacy and innovative trail management solutions. IMBA's worldwide network includes 40,000 individual members, more than 450 bicycle clubs, more than 175 corporate partners and about 200 bicycle retailers. IMBA's members live in all 50 States, most Canadian provinces and about 30 other countries.

We appreciate the opportunity to provide input on the Draft PEIR. In general the report represents a positive step forward to implementing the California State Parks (CSP) mission of providing opportunities for high-quality outdoor recreation and the expressed policy of providing multi-use trails in state park units. It is important to note that the report acknowledges that there are effective tools and methods for successfully managing multi-use trails. We appreciate the in depth study of trail use conflict that unequivocally shows that after more than 30 years of mountain bike trail use, and millions of trail user's encounters, complaints are few, incidents are fewer and accidents are rare.

The following comments are grouped in two main sections. The first section deals with feasibility issues relating to the implementation of the Change-in-Use Process and the historical context of mountain bike use in state parks. This section closes with recommendations for implementation of the Change-in Use Process. The second section of comments addresses the actual content of the PEIR in areas where we feel there are opportunities for improvement.

05-2

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Implementation Feasibility

The Change-in-Use Process in practice is time consuming, resource intensive and may lead to very expensive and unnecessary physical trail alterations. As examples, the Bill’s Trail conversion process in Marin County has taken years to complete and has resulted in significant expense to implement physical changes to the trail. To date, even though a decision has been made to add bikes to the trail, the on-the-ground project has not yet started. The Easy Grade Trail on Mt. Tam has been in the process for 6 years and still there has been no decision or physical trail modifications. Skyline Trail in Castle Rock State Park took five years to complete from the original conversion request that was submitted by the local bike community. A trail on the coastal terrace in Sonoma County took 3 years to complete the conversion process that resulted in bikes being added to the trail. There is a backlog of other change-in-use requests that have languished inactive due to the shear workload required to complete them, not to mention the numerous trail change requests waiting in the wings once the PEIR is certified. Park superintendents are reluctant to address these change-in-use requests because of the time demands on their staff, lack of training in the process and the lack of funds to make “required” trail modifications that in our judgment are excessive. CSP either does not have or has not allocated the needed resources to implement the process. Unfortunately this has resulted in a situation where cyclists continue to be unfairly excluded from existing trails due to the expense and time it takes to complete the conversion process and make trail modifications. Even though the trail conversion process is designed to provide more trail opportunities, in reality cyclists may have to wait many years for additional access.

05-2
cont'd

Mountain bike access in state parks has a rather sordid history characterized by lack of understanding of the sport, fear and apprehension, good intentions, broken commitments and short-sited policies.

Throughout the past decades, the underlying Resource Codes that govern bike use in state parks have essentially permitted bikes on all trails, unless specifically closed by official orders. Yet during that period, State Parks has pursued a contrary policy, stating that trails are closed to bikes unless opened. IMBA and other mountain bike groups repeatedly asked State Parks for more trail opportunities, however, State Parks has shown a consistent lack of implementation resulting in more trail access. A brief history illustrates this:

05-3

- The 1989 State Park’s policy concerning mountain bikes trail access stated that bicyclists were legitimate trail users, and that fire roads were generally open, but trails closed, unless opened after specific trail assessment. All State Park districts were directed to complete a trail system assessment, but few did. The result was very little new trail access for bicyclists.
- In 1994, State Parks completed an Implementation Review of the Mountain Bike Policy, in order to provide clarity to State Park districts on how to better implement the policy. One

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aspect of the review stated again that fire roads were open to bikes, and narrow track trails were closed; yet this was not to be considered an absolute requirement. Districts were instructed to assess trails and determine which would be suitable for multi-use before January of 1996. Most districts did not complete this assessment; hence little additional bike access was provided.

- From 1999-2001, State Parks developed a new policy that established a goal of more multiple-use trails. Districts were encouraged to provide an appropriate expansion of multiple-use trails. Most districts did not do this.
- In 2004-2005, State Parks created a new Trails Use Policy that again expressed a preference for multiple-use trails, and provide a process for districts to create more multiple-use trails. Again, most districts did not do this.
- In 2008, State Parks sent districts a letter endorsing multiple-use and outlining a Trail Use Change process that could be used to open trails to bikes. In many cases, cyclists were told that districts could not afford the time or money to complete this process.

05-3
cont'd

Mountain bicyclists have appreciated the generally positive intentions by State Parks to increase trail opportunities, but unfortunately the history above indicates that these good faith efforts have created relatively few new riding opportunities for cyclists.

Recommendations:

Regardless of the well sounding intentions on the part of State Parks to provide opportunities to bicyclists, there have been too few positive results on the ground. We therefore urge State Parks to acknowledge that the Public Resources Code, that opens trails to bikes, unless specifically closed by official orders, be the guiding regulation for all new policies and practices, including the use of the new Change-in-Use Process. There are ample ways to close trails if necessary. Very importantly, the PEIR process envisioned here will provide one of the main tools to identify appropriate trail use.

05-4

In addition, taking into account the historical attempts by CSP to manage mountain bikes, and the fact that the Change-in-Use Process as outlined in the PEIR is time consuming and resources intensive, we propose the following:

CSP needs to make the implementation of the PEIR a high priority by creating a new organizational structure that has as its sole purpose, the efficient and effective implementation of the Change-in Use Process throughout the state. Specifically we propose designating a person in charge of all conversion projects and the creation of a citizen over-site committee composed of trail users to oversee project completion. Additionally, we recommend the establishment of an agency trail ombudsman to address public concerns about trail recreation. Trails are the essential way for the public to access their parks. They need to be designated as high priority in terms resource allocation in order address the increasing number of users who desire trail access.

05-5

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PEIR Content

The following points are made in the interest of making the PEIR a stronger and more effective document. They are not listed in any priority order.

- | | |
|--|--------------|
| <p>1. In at least two places in the report (4-14, Appendix C 2-5), hiking, biking and equestrians are compared. Hiking is described as the “most flexible” adapting to different trail conditions by “avoiding or stepping over obstacles.” In reality, mountain biking is just as flexible in adapting to a variety of trail conditions. Cyclists frequently carry their bikes over and around obstacles and commonly refer to some trails as hike-and-bike trails.</p> | <p>05-6</p> |
| <p>2. The report in several incidents makes incorrect generalizations about the motivation of cyclists. Riders are referred to as seeking “challenging adventures” or desire to “apply technical skills.” This is not in fact true for the vast number of cyclists who ride for both the enjoyment of nature and the experience of a well-designed natural trail.</p> | <p>05-7</p> |
| <p>3. The PEIR correctly demonstrates that many trails now closed to bikes could be opened to multi-use by employing one or more of the mitigations provided. In 4.9-4 it states that mitigations would be “required” or would be “necessary” before trails could be converted. However, the fact is that there are numerous trails in state parks that have none of these mitigations and are functioning quite well. Hikers, bicyclists and equestrians are sharing these trails without significant problems. Additionally, the conversion process places too much emphasis on physical trail engineering as the means for controlling user behavior. It is unrealistic, expensive and unnecessary to think that trail design is the primary or best way to alter user behavior. As previously stated, the majority of multi-use trails both in state parks and on other public lands are doing quite well without excessive re-design as called for in the PEIR.</p> | <p>05-8</p> |
| <p>4. The PEIR refers in places to trail “standards” in consideration of trail design. “Standards” are not appropriate in trail engineering due to the variety of factors in the natural world that require flexibility in trail construction. It is more accurate to refer to trail “guidelines”.</p> | <p>05-9</p> |
| <p>5. The report references the CSP Trail Manual, or Trail Handbook that defines trail standards in park units. Because trail design is an evolving science and the subject of much discussion among professional trail builders, the manual should be made available for public comment.</p> | <p>05-10</p> |
| <p>6. The process flow chart, Exhibit 3-2, is deficient in possible recommendations. The drop down options for the Recommendation box should include non-engineering options i.e., signage, alternating use periods, one-way traffic. As currently depicted in the chart, only engineering options are available. Not every change-in-use evaluation should result in physical trail changes. In fact it could be expected that most changes would only require minimal, less intrusive solutions to enable compatibility on a multi-use trail.</p> | <p>05-11</p> |
| <p>7. As previously mentioned, the change-in-use process is very time consuming, expensive and subjects cyclists to a high level of scrutiny when considering adding them to trails. In our view, it would be more effective to open most trails to cyclists after a 12 month review process, engage the local trail communities as partners in trail management, then if issues</p> | <p>05-12</p> |

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arise, use the management tool kit, Adaptive Use Management and the Change-in-Use process to resolve problems. The excessive cost of the Change Process could be better directed to increasing ranger presence on trails, a service that would be welcomed by all responsible trail users.

05-12
cont'd

8. It is disingenuous to fail to mention in the PEIR some key codes under section 3.3 the "Policy and Planning Context". The omitted codes are CCR sections 4359 and 4360. Generally these long standing regulations provide that bicycles are allowed on trails unless an order is posted to prohibit them, and horses are not allowed unless an order is posted to allow them. These codes have never been considered by CSP in the development of trail policies, yet they should be the bedrock for future policies, procedures, and processes having to do with trail recreation. We are aware that CSP desires to amend these codes with draft wording "All trails are open to pedestrians and all trails are closed to all other users unless designated open by the Department". Unfortunately this wording is completely contrary to the CSP's mission, the written and stated intent to provide multi-use trails for public enjoyment, the officially stated position of the State Recreational Trails Committee, and the State Recreation Plan. This wording basically sends the message that the public is not welcome and conveys an un-written policy that trails access is a very low priority.

05-13

9. Trail access in cultural preserves is discussed in 4.6-17. CSP's trail practice has been inconsistent when it comes to preserves. It needs to be explicitly stated that multi-use, including bikes may be appropriate on trails through cultural preserves.

05-14

10. On p.4.14-3, the Code limiting "Attractions in themselves.." is introduced. This code was intended to limit restaurants, amusement parks, sport fields, etc. in park units. It is faulty analysis and conclusion to apply the code to natural surface trails. State park trail builders rightfully take great pride in constructing trails that are sustainable, blended to flow with the natural environment (sinuosity), and designed to showcase the essence of the environment. They can and should be enjoyed for what they are, true works of art. People come to appreciate the park through trails. If the intent of using this code is to prevent challenging trails, then why not just state outright that it is the policy of state parks to not construct technical trails.

05-15

11. A re-occurring theme throughout the document is that CSP will not construct special use trails. This is a short sighted and unnecessary policy that fails to recognize the evolution of recreation and trail use. We only need to look back 30 years to realize that mountain bikes were not even present on trails. Now cyclists are the predominant trail user on many public trails and the nature of their use has changed drastically over this time. Some cyclists enjoy gravity-fed trails, freeride trails, stunts, etc., not to mention mountain bike skill parks, jump parks and pump tracks. CSP not only needs to look at current recreation needs, but also focus on developing trends. Outdoor recreation is ever changing and CSP policies need to be flexible to allow for that.

05-16

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We appreciate the good faith efforts by CSP to increase trail opportunities for cyclists. We also appreciate the opportunity to comment on the PEIR, and look forward to continue working with Parks to evolve trail policies and practices that result in more trail access for cyclists and other trail users.

Thank you.

A handwritten signature in black ink that reads 'Tom Ward'.

Tom Ward
International Mountain Bicycling Association
2750 Land Park Drive
Sacramento, CA 95818
C 916-505-6875

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Statewide Trails PEIR

Page 1 of 2

Statewide Trails PEIR

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To: FHTD#QVF#

December 2, 2012

**Attn; Environmental Coordinator
California Department of Parks & Recreation, Northern Service Center**

Statewide Trails PEIR

California State Parks (CSP) has released the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). This document addresses the environmental considerations when considering the addition or removal of a trail user type on existing trails.

The Lake Oroville Bicyclists Organization (LOBO) wishes to thank CSP for the opportunity to make comments.

LOBO is a 501 © 7 non-profit organization founded in 1996.

LOBO has been an advocate for multi-use trails and has seen first hand the abuse of the CEQA process by opponents to multi-use of existing trails.

Description of the Proposed Project:

California State Parks (CSP) proposes to implement the Road and Trail Change-in-Use Evaluation Process (Process) throughout the State Park System. The Process is intended to comprehensively evaluate potential road and trail change-in-use proposals in CSP units, facilitate the review of those proposals in park units statewide. Off-highway motor vehicle recreation (OHMVR) areas are not covered under the Process. The Process provides CSP with an objective and systematic approach for making decisions regarding the addition or removal of non-motorized uses of a State Park System road or trail.

“The Process provides CSP with an objective and systematic approach for making decisions regarding the addition or removal of non-motorized uses of a State Park System road or trail.”

06-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

Statewide Trails PEIR

Page 2 of 2

LOBO supports and approves the California State Parks Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process.

I 06-1
cont'd

Sincerely,

Lyle Wright

Lake Oroville Bicyclists Organization Trails Advocate

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012



Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014
Phone 213.629.2142
Facsimile 213.629.2259
www.la-bike.org

November 1, 2012

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814

Road and Trail Change-in-Use Evaluation Process - Draft EIR

To Whom It May Concern:

The Los Angeles County Bicycle Coalition (LACBC) works to build a better, more bike-able Los Angeles County. Through advocacy, education and outreach, Los Angeles County Bicycle Coalition brings together the diverse bicycling community in a united mission to make the entire L.A. region a safe and enjoyable place to ride. As part of this broader mission, LACBC believes that trails are a vital resource and essential to the quality of life we enjoy in Southern California. Los Angeles County offers premier outdoor recreation within easy access for its nearly 10 million residents. We hope the proposed trail change-in-use guidelines protect these recreational opportunities for future generations of Angelenos to enjoy.

LACBC believes that, to the greatest extent possible, trails should serve all nonmotorized users, including mountain bicyclists. As mountain biking grows in popularity, it is critical that trails be planned and maintained for multi-use so that all people are welcomed into the great outdoors. We all benefit when more people learn to appreciate nature and therefore fight for its conservation. Mountain bikers have long contributed to trail construction and maintenance as part of their stewardship of our shared natural resources.

In the context of urban-adjacent open space, mountain biking offers a unique opportunity for people to access wild places by riding from home, reducing burdens on trailhead facilities and reducing environmental impacts associated with transportation to recreation. There is no better way to access natural areas than by bike.

In California, State parkland rarely exists in isolation. We would like to see the guidelines promote coordination among adjacent land management agencies to ensure maximum reasonable access is provided in a coordinated way. While we understand that not all trails can accommodate all users, all users do deserve comprehensive trail *networks* irrespective of jurisdictional boundaries. Trails that cross park boundaries should be managed cooperatively to ensure consistent rules appropriate for the geometric properties of each trail. New trails that close gaps in the multi-use trail network should be prioritized so that all users have a seamless outdoor recreation experience.

We would also like to see trail design and regulatory guidelines that maximize access for all users. For trails that have potential conflicts, all feasible design solutions should be evaluated before

07-1
07-2
07-3



Page 2 of 2

access restrictions are considered. Park agencies should help foster collaborative relationships among user groups to advance our shared goals of increasing recreational opportunities in the study area.

07-3
cont'd

Thank you for your consideration of these comments. If you have any questions, I can be reached at eric@la-bike.org or 213-629-2142.

Sincerely,

Eric Bruins
Planning and Policy Director

**LOS ANGELES
EQUINE ADVISORY
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Environmental Coordinator
California State Parks
Northern Service Center
One Capital Mall, Suite 410
Sacramento, California 95814

November 29, 2012

Subject: California State Parks Draft Program EIR Road & Trail Change-In-Use Process (PEIR)

Dear Environmental Coordinator:

Creation of the Los Angeles Equine Advisory Committee (LAEAC) was approved unanimously by City Council on February 6, 2009. Council File 07-4097. Members of the committee are appointed by their respective Councilmembers. The LAEAC advises the various departments of the City of Los Angeles concerning equine related matters. Riding trails are critical to the equine community, including individual horse owners, commercial stable boarding facilities, public horse rental operations and private riding organizations. We have carefully reviewed the PEIR and have the following comments:

08-1

Because of the importance of trails to the horse riding community and the relatively limited number of trails available, particularly in the metropolitan Los Angeles area, it is absolutely critical that the public be informed at the earliest opportunity whenever California State Parks (CSP) receives a request for a trail change-in-use. Unfortunately, the PEIR contemplates a process whereby public input is not solicited until the process is well underway. This approach is seriously flawed, illogical, unfair and risks wasteful expenditures of time and money by our already overburdened CSP administration. Instead, as soon as any user or administrative entity requests a change-in-use, the first step must be a public notice thereof, followed by an airing and evaluation of all stakeholders' inputs. Consideration of trail use is also conspicuously absent from the PEIR. Please address why the public stakeholders are not to be immediately contacted when a trail relevant to their use is to be considered for a change-in-use.

08-2

Land managers should be required to log every request on change-in-use and keep the documents showing as evidence that there is no bias in the change-in-use process.

08-3

Standard forms should be included as addendums to the programmed EIR. Without standard forms, how does CSP intent to assure consistent criteria and analysis will be followed during the possible change-in-use process?

08-4

The methodology proposed in the PEIR reflects a bias that will favor mountain bike users to the disadvantage of other trail users. This bias is consistent with our prior experiences. The CSP seems inclined to quickly respond to petitions from mountain bike organizations, while petitions to remove mountain bikes from trails where their presence constitutes a clear and present danger to other site users are responded to belatedly, if at all.

08-5

While the PEIR addresses a number of significant or potentially significant adverse effects on the physical environment resulting from implementation of the proposed change-in-use process, it fails to adequately address whether and how certain of the stated objectives of the proposed process will be achieved. Specifically, the process is supposedly designed to assure that any changes in road and trail uses will be ones that best accommodate trail

08-6

Eileen Ma
July 29, 2009
Page 2

access and recreational activities that are appropriate for each facility. Thus, consideration of the potential adverse impact upon existing trail users is conspicuously and alarmingly absent. Will CSP conduct a baseline study on the current use of a trail by the traditional users when a change-in-use is initiated? Without information from such a study it will not be possible to evaluate whether a change-in-use will increase or decrease trail usage. How will CSP monitor decline of use by user groups other than bikes following a change-in-use?

08-6
cont'd

How will local jurisdictions be notified at the onset of the process once the choice of a trail for change-in-use is chosen? The change-in-use process as described does not seem to contemplate input from local agencies regarding a potential change-in-use of a trail within their jurisdiction? Why is this omitted?

08-7

The PEIR also fails to establish requirements for accurate recording keeping with respect to requests for a trail change-in-use and the CSP responses to such requests. It is critical that the CSP maintain a record of every request for a change-in-use, the action taken with respect to the request and the reasons for the action taken, whether the request is denied or adopted. This is essential for process transparency and as evidence of the absence bias on the part of CSP. This shortcoming in the process is significant in that one of CSP's stated goals is to assure that its "objectives are achieved in an open and transparent process."

08-8

Why are there no requirements to be kept, on file, for baseline photographs for comparisons to monitor environmental damage, should that become an issue?

08-9

The PEIR notes that "[trail use] conflicts themselves are not environmental impacts under the purview of CEQA; however, because the topic is important to affected stakeholders and as a social and management issue, an extensive research effort was conducted to address the issue." The PEIR also states that CSP recognizes that disputes among user groups and the controversy created by such disputes points to a need to address these issues with the public and user groups and take management actions as appropriate when change of use of a trail is proposed. How does CSP intend to address the issue of user conflict and public safety? For example, the PEIR notes that CSP "trails are not designed for riding challenges, high speed, or demonstrations of technical skill by users." Sadly, when trails are opened to mountain bikes, too often bikers treat them as though they were so designed. Trail mitigations such as "pinch points" and other means of trying to slow bikers down are ineffective. Bikes may be forced to slow down for an obstacle in the trail but will immediately resume speed upon passing. Also, they will simply cut a new trail to circumvent the obstacle and create adverse environmental impacts. The PEIR, while recognizing these facts, does not adequately explain how they will be resolved by the proposed process. Indeed, as noted above, by delaying the giving of public notice of a proposed change-in-use and inadequate procedures to assure fairness and transparency throughout the process, the process described in the PEIR is likely to increase, not decrease public controversy.

08-10

Sincerely,

R Dale Gibson
President Los Angeles Equine Advisory Committee

Cc: Lynn Brown Vice President Los Angeles Equine Advisory Committee
Larry Watts Los Angeles Equine Advisory Committee



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December 3, 2012

Environmental Coordinator
California Department of Parks and Recreation, Northern Service Center
One Capitol Mall, Suite 410
Sacramento CA 95814
Attn: Draft Program EIR, Road and Trail Change-in-Use Evaluation Process

Dear California State Parks:

Thank you for the opportunity to comment on the Draft Program Environmental Impact Report (PEIR), Road and Trail Change-in-Use Evaluation Process. This document analyzes the proposed process for considering changes in non-motorized recreational uses on roads and trails in California State Parks units, to accommodate appropriate accessibility and recreational improvements to be proposed in the future for specific road and trail facilities.

The Marin County Bicycle Coalition (MCBC) is a 501(c)(3) non-profit organization advocating for safe and responsible bicycling in Marin County. Our Off-Road Program works on trail access, education and stewardship, partnering with numerous organizations and five public land management agencies.

MCBC supports California State Parks' policy of accommodating multi-use trails and trail connectivity while avoiding or clearly mitigating any potentially significant effects from projects to the environment and public safety. We also support the goal of developing an objective and consistent evaluation tool and process to improve decision-making for road and trail uses throughout the State Park system. The management of more than 2,300 roads and trails in State Parks units statewide *should* be conducted in a systematic manner. The approach State Parks is taking with this process will help implement the California Recreational Trails Plan, which calls for State Parks to optimize public use of trails through the well-planned and designed expansion of multi-use opportunities.

We believe this programmatic EIR is the appropriate CEQA document and process for considering a series of anticipated actions – projects that will be proposed in the coming years – with similar environmental effects and mitigation measures. Once the PEIR process is complete and a final document is signed, MCBC anticipates there will be a number of important benefits from implementation of the Change-in-Use Evaluation Process on specific roads and trails in State Park Units in Marin County and elsewhere. These may include the addition of bicycling to allowable uses to improve recreational opportunities on appropriate existing trails; conversion of poorly designed, eroding roads to narrower, properly designed trails that greatly reduce environmental impacts; and rerouting of unsustainable trail alignments to improve usability and protect and restore habitat.

09-1

09-2

We support the selected alternative, the Change-in-Use Evaluation Process, and agree with State Parks that the:

- No Project Alternative does not provide the benefits of a systematic, consistent decision process; and the
- Complete Impact Avoidance Alternative does not achieve the goal of expanding appropriate multi-use opportunities, since under this alternative, two vital tools for minimizing project-related environmental and social impacts – mitigation and adaptive management – cannot be utilized, and the likely result would be very few change-in-use projects.

09-2
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We also support the proposal for making trail design modifications a part of State Parks’ Standard Project Requirements to enhance trail user safety. However, we believe such modifications should be employed carefully and in a limited manner, so rock pinch points and other installed safety features are not over-used to the extent that trail aesthetics and the natural environment become adversely affected. We also suggest that there are existing trails in the State Park system that may be appropriate for multi-use designation with few or no modifications. Trail design cannot resolve all trail user conflicts, and we encourage State Parks to utilize improved educational signage, bike bells, equestrian and bicyclist training programs, and other trail use and outreach tools to address this issue and ensure that trail-use conflict incidents remain a minimal problem throughout the State Park system.

09-3

The PEIR and other studies have shown that trail-use conflict incidents are rare, and actual trail-use conflict accident resulting in injuries rarer still. We recognize, however, the perception held by some in the trail user community that multi-use trails cannot be shared safely. This perception and associated attitudes about trail conflict are concerns that we must all work together to address. We support State Parks’ goal of finding ways to resolve perceived use conflicts and to encourage trail sharing. In addition to trail design and the trail education and use tools noted above, we encourage State Parks to consider trail management tools such as alternate-day, uphill-only, and seasonal trail use, and trained volunteer trail patrols, as appropriate.

09-4

MCBC truly appreciates California State Parks’ leadership in planning for multi-use trails that minimize environmental impacts. Our members and volunteers greatly look forward to projects that are proposed as a result of the PEIR Road and Trail Change-in-Use Evaluation Process, and to providing volunteer labor to help reduce costs at these projects in local State Parks units including Mt. Tamalpais State Park, Samuel P. Taylor State Park, China Camp State Park and Olompali State Historic Park.

Sincerely,

Erik Schmidt



Off-Road Director
Marin County Bicycle Coalition

010

December 4, 2012

Brad Michalk
Environmental Coordinator
California Department of Parks and Recreation
1 Capitol Mall, Suite 410
Sacramento, CA 95814



Dear Mr. Michalk,

Marin Conservation League appreciates the opportunity to submit the following comments on the Draft Program Environmental Impact Report (DPEIR) on California State Parks Road and Trail Change-in-Use Evaluation Process. We acknowledge the value of having a comprehensive review of California State Parks' (CSP) Evaluation Process for changes in road and trail projects. It will serve as a resource for future decisions concerning any of the possible actions covered under the DPEIR, at any of the CSP's units throughout the State, and it will serve as a foundation for subsequent CEQA compliance for those actions. We appreciate the thoroughness with which the DPEIR has identified the broad array of physical impacts and social issues associated with change-in-use, and provided project requirements and mitigations to address those impacts and issues.

010-1

Our comments address four aspects of the DPEIR: First, the Evaluation Process as presented primarily in Chapter 3, Sections 3.6 and 3.7, and Exhibit 3-2; Second, selected topics for impact analysis; Third, the Adaptive Use Management program, since it serves a key role in addressing long-term impacts; and Fourth, safety and "social" issues involving Recreation and Trail Use conflicts and how these might be integrated into the Evaluation Process.

1. **Evaluation Process**

The flow chart in Exhibit 3-2 depicts how the proposed CSP Road and Trail Change-in-Use Evaluation Process would proceed (also outlined in Section 3.6.2). We note that the first opportunity for input from local trail user groups does not occur until after a request (for a change-in-use project) has been initiated, evaluated by staff in a Road and Trail Log, further evaluated in a Road and Trail Use Change Survey, and has received a recommendation by the Evaluation Team and District Superintendent for further action. Only then is there indication of public input. At this point, however, the project essentially has been committed (or denied), lacking only a Construction Work Log to identify needed physical modifications and a Project Evaluation Form (PEF) and CEQA compliance, which, under this scenario, becomes little more than a legal exercise.

010-2

As outlined, the process excludes the user groups and public from meaningful input at earlier points in the evaluation of a change-in-use project. If CEQA compliance requires preparing a Mitigated Negative Declaration, the public would have the required 20 to 30 days opportunity to comment, but too late to be useful. CEQA encourages early consultation (Sec. 21003.1 (a)). In the discussion of Trail Use Conflicts (Appendix C), **the importance of consultation and outreach to stakeholders is emphasized. The Evaluation Process as depicted does not provide for this.**

Closely coupled with public input is the problem of notification that a change-in-use is actually under study. In the Marin District, for example, there appears to be no consistent process of public notifica-

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Marin Conservation League was founded in 1934 to preserve, protect and enhance the natural assets of Marin County.

Marin Conservation League
DPEIR CSP Trail Change-in-Use/Dec. 4, 2012

2

tion of stakeholder groups. As a courtesy, organized groups have been apprised of certain actions in the past, but this is not a reliable or predictable process. **Nor is there any predictable notification process at the State level except through web postings. As a consequence, a local public must be vigilant! This is the opposite of outreach, whose importance is emphasized in Appendix C.**

010-2
cont'd

The DPEIR should amend the Evaluation Process flow chart and outline to show earlier public input to a change-in-use project, and it should describe how noticing will be implemented. Public notice should go beyond announcements posted on the State Parks Website and include other public noticing mechanisms. **Interested organizations and individuals should be able to register with State Parks for electronic notification of pending road or trail change-in-use projects in their area.**

2. **Topic-specific Impacts**

The most comprehensive sections of the DPEIR are those that deal with construction-related impacts, which we will call "short term." Through the application of Standard Project Requirements (SPRs) and Project-Specific Requirements (PSRs), plus impact-specific mitigation measures, the vast majority of these short term impacts can be resolved to levels of insignificance.

Therefore, our focus is on use-related impacts that may occur after the change-in-use is implemented. (See further discussion of Adaptive Use Management Strategy and long term impacts, below). They vary with the users, all of whom can have significant impacts to biological and other resources that include:

- trampling or other degradation to plants;
- increased disturbance to sensitive habitats (e.g., wetlands) adjacent to trails and roads;
- increased disturbance to special-status plant or wildlife species and their habitats;
- increased direct wildlife mortality;
- new or expanded populations of invasive plants;
- increased soil erosion and related impacts such as on water quality.

010-3

These long term user-related impacts may be addressed in the AUM strategy as discussed below. With regard to user-related impacts on soils, notably erosion, the discussion in Appendix C notes that impacts to soils and erosion can be attributed to all user groups, but that scientific literature identifies mountain biking as the group in which (individual) behaviors are most likely to influence erosion impact," in contrast to the activities of hikers and horse riders. Impacts will increase when users employ skidding, sharp cornering at speed, and travelling on steep slopes and wet soils. Different riding styles (including cross country, downhill, free style and dirt jumping) are likely to impart different levels of impact to the trail surface and nearby off-trail areas."

The DPEIR responds to this observation from Appendix C by affirming CSP policy, which states that trails open to mountain bikes are intended to provide access for the user to visit, observe, appreciate, and learn about park resources. It is not CSP policy to provide trails for fast, highly technical, or adventure-oriented rides for mountain bicyclists within the State Park System.

Notwithstanding this well-intended policy, individual behaviors such as those described above, will happen! We would like to see more explicit "mitigation measures" in the DPEIR to address the long term physical impacts on trails that may be frequented by individual mountain bikers who ignore

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Marin Conservation League
DPEIR CSP Trail Change-in-Use/Dec. 4, 2012

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the policy in their desire for challenging, adventurous, and/or technical-skill oriented trail experiences, including narrow single track, and attain high rates of speed, particularly on wide trails with good sight lines, and flat or downhill grades. Good design for safety will not fully resolve the wear and tear that these behaviors cause. This potential for violation of policy also applies to the discussion of Trail Safety and Use Conflict, below.

010-3
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Other user-related impacts that have a high potential to occur with change-in-use must be addressed and their prohibition enforced:

- Creation of volunteer trails and resulting erosion. This has been a constant threat in existing CSP units at China Camp and Annadel SPs from mountain bikers, but can also result from hiker and equestrian use;
- Light and glare from illegal night-riding, a common practice of bikers on all public lands in Marin County, with impacts on nocturnal wildlife.

010-4

3. Long-term (Post Construction) Impacts and the Adaptive Use Management Strategy

The DPEIR claims that any increase in use would typically be temporary due to additional users attracted to a new and novel trail. As the novelty diminishes, the attraction of additional trail users would be expected to normalize and the potential for displacement would diminish. Over the long term, the patterns of existing trail use would typically return to an equilibrium that would not be substantially different than prior to the change-in-use decision.

At the same time, CSP acknowledges that “. . . there is no reliable data to suggest that the number of trail users would increase, decrease or otherwise substantially change in timing or use pattern. . .” Even though “. . .the effects of implementing the proposed Process on (biological) resources are expected to be beneficial or neutral (for reasons noted in the DPEIR). . .,” future user-related impacts on biological, soils, and other resources cannot be predicted. To address this uncertainty, the Evaluation Process relies heavily on an Adaptive Use Management (AUM) strategy, described in Section 3.6.4 and referenced elsewhere in the DPEIR, as the all-purpose “mitigation” for any significant post-construction impacts that might remain after applying all Project Requirements and listed Mitigation Measures.

010-5

Adaptive management is a well-established concept used in projects affecting natural resources and natural systems, where conditions and effects can change over time. The purpose is to avoid long term significant impacts to biological and other resources. MCL agrees with the basic process described in the DPEIR: establish baseline conditions, set performance standards tailored to specific conditions or resources, monitor conditions at useful intervals, correct within a set time, and if necessary repeat this process. We agree with the standards listed in Section 3.6.4., but we have several concerns with this approach:

The timeframe and reporting requirements for follow-up inspection are not consistently stated in the DPEIR. We find the following:

“Qualified CSP staff would inspect the route and associated use areas that are affected by a change-in-use proposal at least semi-annually during the first three years following implementation of the change in use and would prepare an Adaptive Management Report (AMR) at the end

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of each year regarding achievement of the performance standards established for the project . . .”

“Between three and five years after implementation of a change-in-use proposal, qualified CSP staff would inspect the route and associated use areas that are affected by the proposal at least annually and would prepare an AMR at the end of each year regarding achievement of the performance standards established for the project. . .”

“CSP staff will monitor the trail and affected areas over a period of three years for effects associated with elevated use, change-in-user types, trail design performance, and any lasting effects from trail design and construction activities.”

“As a result of the AUM process, the prospect of significant adverse effects from increases in use or changes in use timing or pattern would be precluded during the three years following implementation.”

“CSP staff will monitor the trail and affected areas over a period of three years for effects associated with elevated use, change-in-user types, trail design performance, and any lasting effects (on soils and geology) from trail design and construction activities.”

“The strategy involves monitoring of the affected trail and associated use areas by qualified CSP staff annually for the first five years after the change in use is implemented. An Adaptive Management Report would be prepared at the end of each year regarding achievement of the performance standards established for the project.”

010-5
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The period of monitoring should be firmly established as five years. The frequency of inspection should be semi-annual for physical impacts of changed use, such as on soils, geology, and hydrology. Changes to plants, such as the introduction or expansion of invasive species also could be semi-annual. Damage to wild-life, especially slow-moving creatures, cannot be observed adequately at six-month intervals, however. More frequent or strategically-timed seasonal observations, such as during amphibian breeding and migration periods, may produce more accurate data on habitat and wildlife disturbance due to user type and intensity of use.

The AUM strategy outlines a systematic program for follow-up inspection and remedial action for any degradation that exceeds a performance standard; if remedy is ineffective, an order to reduce user type, seasonally or permanently close the route, rescind the change in use temporarily or permanently, and/or any other action deemed necessary to protect the affected resource or use condition and maintain any adverse effect at a less-than-significant level. As a result, “. . .the prospect of significant adverse effects from increases in use or changes in use timing or pattern would be precluded for a sufficient time (emphasis added) to allow incorporation of the road or trail with its changed use into the routine, long-term resources management activities of the park.”

What is meant by “a sufficient time” for precluding significant adverse effects? This does not reassure us that the long-term (that is, longer than five years) adverse effects will be addressed. Again, we cite the evidence at China Camp and Annadel SPs, where long term erosion from intensive bike use has not been remedied, due largely to lack of staff resources. Similarly, barriers to close off informal trails are consistently removed so that passive decommissioning and restoration are inef-

010-6

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DPEIR CSP Trail Change-in-Use/Dec. 4, 2012

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fective.

The DEIR should anticipate the more distant future user intensity that is encouraged by change in use and recommend long term measures to ensure that significant adverse impacts to natural resources will not occur after a five-year period of systematic monitoring.

O10-6
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4. **Trail Safety and Trail Use Conflicts**

Trail safety is treated in the DPEIR primarily as a design consideration. The proposed Evaluation Process includes requirements for use-appropriate design that should provide and maintain safe trail conditions. In contrast, Trail Use Conflicts, discussed in Chapter 8 and Appendix C, are considered social issues (attitudes, perceptions, expectations, etc.), under CEQA and therefore not treated as significant effects. We appreciate that the DPEIR has included a comprehensive review of literature and survey of land managers' experience in Appendix C that support the evidence **that trail use conflict is an important social issue, and that perceptions, attitudes, and behavior of users are major factors in generating concern and complaints about trail incidents.**

Public safety is a part of CSP's guiding policies and a critically important priority for visitors to CSP units and users of CSP. The potential for trail use conflict is higher for multi-use trails compared to single-use trails. The behaviors of individual mountain bikers, described above, alone, point out that putting bikes and horses on the same trail (for example) will invite conflicts that need to be addressed.

The DPEIR attempts to resolve safety impacts through design and the Evaluation Process. However, recognizing that trail use conflicts also will arise, CSP states that it will proceed with a three-pronged approach consisting of existing CSP policy, user-appropriate and low-conflict, multi-use trail design, and public outreach, education, and management actions aimed at reducing conflict. We believe that a fourth "prong" should be added – that is, establishment and enforcement of rules.

O10-7

These elements are reassuring on paper but may not be realistic in practice, given the lack of CSP District staff resources. Nonetheless, we would like to see the recommendations contained in Appendix A of Appendix C (Trail Use Conflict Study) fully incorporated into the existing Evaluation Process depicted in Exhibit 3.2. Other management actions listed in Table A-2 (Appendix C) should also be considered (e.g., adopting and posting rules and regulations; enforcement and compliance; organized volunteer patrols; collecting and tracking data to inform decision-makers and the public; and taking specific actions to improve user group relations).

Unfortunately, while these are excellent ideas for addressing both conflict and safety issues, it is doubtful that they can be implemented with existing CSP resources. The DPEIR should include in its Introduction (Chapter 2: Executive Summary) a realistic assessment of the funding limitations that make CSP staff efforts at outreach, education, monitoring, and enforcement almost impossible.

Thank you for this opportunity to comment.

Sincerely,


Susan Stompe, President


Nona Dennis, Chair, Parks and Open Space Committee

ADV_POS_SPChangeInUsePDEIR_MCL_12.04.2012

011



November 28, 2012

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall – Suite 410
Sacramento, CA 95814

Dear Madam & Sirs:

The Marin Horse Council appreciates the opportunity to address the issue of trail use designations for public lands including those in Marin County. We recognize the difficulty that land managers have in trying to balance the interests of various user groups, each of whom usually try to expand or retain access for their group.

We're sure you get numerous comments along those lines. This will be different. These comments are about safety. It is accepted that there are dangerous trail designs that are unsafe for any user. You would not consider installing an elevated trail bridge without curbs and rails on both sides. You would not consider a trail on or across an excessively steep slope, or one on the edge of a cavern without installing a safety rail. This is common sense; but, it's also made necessary by our litigious society.

A similar safety risk exists when trail conditions render portions of a trail unsafe for certain combinations of user groups. Yet rather than address this safety issue head on, some land managers bow to pressure from various groups and simply declare trails open to all. The designation "Multiuse Trail" sometimes means a wide, open trail that can safely accommodate all user groups. Unfortunately, it can also mean a trail whose design renders it totally unsafe for combinations of users. In those cases, the land managers have failed the public. They are pretending to accommodate everyone with the inclusive sounding term "Multiuse", when in fact what they have done is created a "Hazard Trail".

Let me be specific about the safety issue:

- Hikers are endangered by equestrians or mountain bikers approaching them at high speed. Narrow trails, steep trails or those with limited sight lines make the speed issue even more hazardous.
- Equestrians can be endangered by the potential for their horse spooking from an approaching mountain bike. This rarely happens on wide trails or those with reasonable sight lines. But the flight instinct kicks in when a horse feels trapped by a narrow trail, or when poor sight lines allow a bike to suddenly appear, or when one approaches at high speed. A spooked horse is not at all like movies with Hollywood stunt riders; it is truly a hazardous event. Many riders have ended up in the hospital; some local riders have suffered permanent injuries; some have died.

011-1

171 Bel Marin Keys Blvd
Novato, CA 94949
415-259-5783
www.marinhorsecouncil.org

The statistics are there; perhaps not in your records, but they are real and each one represents a person whose life has been altered.

- Equestrians are usually not endangered by hikers; horses recognize people and are not threatened by them unless suddenly surprised at a close distance.
- Mountain Bikers are endangered by the encounters mentioned above, and, if they are riding too fast, they endanger themselves and other mountain bikers.

Many of the safety issues present on today’s trails are the result of rogue bikers and horseback riders who ride too fast and cut trails. I’m pleased to report that a joint effort is developing among hiker groups, equestrians, and mountain bikers in Marin County to reign in those unsafe users by means of culture change and education.

The land managers need to do their part too! By that we mean that trails that are unsafe for multiple user groups because they are too narrow, too steep, or have restricted sight lines should NOT be designated as “**Multiuse Trails**”. For those trails, it’s either-or, not both. We understand that means some trails that historically were hiker/equestrian trails will become mountain bike only trails. So be it. Your process must have at its core the safety of users and protection of the environment. The process would then likely be driven by public outcry, political influence, and other messy forces, but that’s the honest way to do this.

There are several areas and trails in Marin County that are now “**Hazard Trails**”; either because of rogue mountain bikers or the misguided designation of “**Multiuse**” on a narrow, steep or visually restricted trail. This winter, the Marin Horse Council will publish a map showing all trails in the County we have found to be “**Hazard Trails**”. Look for it on our website. Within the State Park system, for example, China Camp today consists almost entirely of “**Hazard Trails**”. We recommend that equestrians and hikers avoid these “**Hazard Trails**” for their own safety. The reality is that hikers and equestrians ALREADY avoid these trails. In practice, when a trail that’s unsafe for multiple user groups is designated a “**Multiuse Trail**” the hikers and equestrians go somewhere else. Our action in publishing this map will simply acknowledge the reality that already exists.

In closing we again implore you to put safety first, and make the at times difficult choice, of restricting trail use to protect both users and the environment.

Regards,

 Curt Kruger
 Trails Committee Chair
 Marin Horse Council
 415-897-8587
ckruger@cal.berkeley.edu

011-1
 cont'd

012



Mendocino Coast Cyclists, Inc.

PO Box 742
Fort Bragg, CA 95437
www.MendoCC.org
... a pending 501c3 non-profit

November 10, 2012

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814
CEQANSC@parks.ca.gov

RE: Statewide Trails – Support DPEIR
SCH No. 2010092023

Dear Mr. Stearns,

Mendocino Coast Cyclists (MCC) strongly recommends that California State Parks (CSP) adopt the proposal for a New Statewide Process for Evaluating Changes-in-Use for Roads and Trails.

The present process for changing use of roads and trails is unnecessarily long and expensive to complete. MCC believes changes of use can be reviewed fairly without the prohibitive process CSP now uses.

Allowing more trail use by cyclists would benefit CSP in many ways:

- Cyclists are a large user group that is ready to support opening trails to bikes by volunteering to do trail maintenance and helping to raise funds for trail improvements.
- Opening trails to cyclists could increase the number of folks enjoying under used trails.
- Cycling is a great way to get young people into our parks to enjoy the outdoors helping to build a lifelong respect for CSP.

Please adopt the New Statewide Process for Evaluating Changes-in-Use for Roads and Trails ending the expensive and time consuming process now used!

Sincerely,

signed by Amy Wynn, Vice President for
Mendocino Coast Cyclists Board of Directors

John Loudon, President
Amy Wynn, Vice President
Tom Charters, Treasurer
Dave Wright, Secretary

Encl: n/a
CC: Loren Rex, Superintendent, Mendocino County Sector; Noreen Evans, CA State Senator, District 2; Wesley Chesbro, CA State Assemblyman; Chris Rowney, Unit Chief, Mendocino Unit, CalFire; Pam Linstedt, Forest Manager, Jackson Demonstration State Forest, CalFire; Mendocino County Board of Supervisors;

012-1

013

Statewide Trails

Page 1 of 2

Statewide Trails

D0q#F duwq#^fdwqdc |dkrr1frp #

Sent: Tujd |/Qryhp eh#56/#5345#=#3; #DF #

To: FHTD#QVF#

CC: Ndwkujq#Sk.lsv#^ndwkujqisk.lsvC vhudfoxe:ruj `

Alan Carlton

**Attorney at Law
2208 Pacific Ave.
Alameda CA 94501
(510) 769-3403
carltonal@yahoo.com**

November 22, 2012

The following are the Sierra Club California comments on the Draft Program EIR California State Parks Road and Trail Change-in-Use Evaluation Process

Sierra Club policy on bicycles on trails is as follows:

2. Use of vehicles (including bicycles) on other (than wilderness) public lands:

- a. Trails and areas on public lands should be closed to all vehicles unless
 - i. determined to be appropriate for their use through completion of an analysis, review, and implementation process, and
 - ii. officially posted with signs as being open.
- b. The process must include
 - i. application of objective criteria to assess whether or not environmental quality can be effectively maintained, and whether the safety and enjoyment of all users can be protected;
 - ii. a public review and comment procedure involving all interested parties; and
 - iii. promulgation of effective implementing regulations where impacts are sufficiently low that vehicle use is appropriate.
- c. Trails and areas designated for vehicular use must be monitored periodically to detect environmental damage or user interference inconsistent with the above criteria. Where this occurs, the trail or area must be closed to vehicles unless effective corrective regulations are enforced.

013-1

The Sierra Club supports the Draft Program EIR Road and Trail Use

I 013-2

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

Statewide Trails

Page 2 of 2

Change in Use Evaluation Process as it basically conforms to Sierra Club policy. The Sierra Club is concerned that the draft EIR does not sufficiently recognize the potential detrimental environmental effects from opening a pedestrian only trail to other uses especially bicycles. Bicycles use inevitably has more impact on the resource and require wider trails, which impact the resource. Pedestrian only trails do allow access to all users because bicycle and equestrian users can walk on the trails.

013-2
cont'd

Alan Carlton
2208 Pacific Ave.
Alameda CA 94501
(510) 769-3403

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

014



Tahoe Area Mountain Biking Association

PO Box 13712, South Lake Tahoe, CA 96151

www.tamba.org

December 4, 2012

Environmental Coordinator
California Department of Parks and Recreation
Northern Service Center
One Capital Mall, Suite 410
Sacramento, CA 95814

Dear Sir or Madam:

Thank you for accepting comments on the Draft Program Environmental Impact Report for the Road and Trail Change-in-Use Evaluation Process. We are pleased to see interest in making the process to evaluate the allowed uses on natural surface recreation trails more efficient.

TAMBA appreciates the consideration the report gives to the promotion and management of multi-use trails. Our organization works regularly with land managers and other trail advocacy and user groups to ensure that multi-use trails in our area get maintained and users are educated to reduce actual or perceived conflict. In 2012, TAMBA volunteers contributed approximately 2,000 hours of volunteer trail maintenance labor in the Tahoe Basin. This situation is repeated all over the country and will prove to be successful in California State Parks.

Mountain biking has been a growing non-motorized recreational activity that most management plans and strategies are not current in addressing. Today more than ever, users of public lands are looking for high quality and sustainable mountain bike trails to recreate on. TAMBA encourages the State Parks to adopt more multi-use trails that include mountain bikes. Many trails that are currently closed to mountain bikes could simply be opened without any negative consequences or costly upgrades.

Today's mountain bicycles can safely navigate more primitive trails. Costly alterations of existing trails to accommodate multiple use is usually not necessary. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment, and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

014-1
014-2

The Tahoe Area Mountain Biking Association is dedicated to the stewardship of sustainable, multiple-use trails and to preserving access for mountain bikers through advocacy, education and promotion of responsible trail use.

Tahoe Area Mountain Biking Association
CA State Parks PEIR Comment Letter – Page 2
December 4, 2012

California State Parks should take into account the growth of mountain biking in the past three decades. According to the National Bicycle Dealers Association, today nearly 40 million people in the U.S. ride bicycles 6 or more times a year. Of that number, 10 million people are primarily mountain bikers.

It is well documented that multi-use recreational trails provide significant social and economic benefits to a community. Providing a network of quality multi-use trails assists in getting more people to experience the outdoors whether they are local residents or visiting tourists. This not only benefits our local economy, but contributes to the quality of life for area residents.

Locally, we would like to see the Rubicon Trail between Emerald Bay State Park and DL Bliss State Park be considered for multi-use. Due to the proximity of the wilderness boundary, this would be the only feasible connection for mountain bicycles to have a trail route around Lake Tahoe without riding on the highway.

Thank you for your consideration.

Sincerely,



Kevin Joell
President

cc: Tom Ward

014-3
014-4

Persons

Comment Letters

P1



PONY CROSS FARM

Mrs. Stephanie Abronson
543 Cold Canyon Road
Monte Nido, CA 91302-2206

Phone (818) 222-PONY • Email: stephanie@abronson.com

October 16, 2012

Environmental Coordinator
California Dept. of Parks & Recreation
Northern Service Center
One Capitol Mall – Suite 410
Sacramento, CA 95814

Email: CEQANSC@parks.ca.gov (Statewide Trails)

RE: Statewide Trails

In this time of deficit budgets for the ordinary person, i.e., just about everyone in the entire country, why do you think that mountain bicyclists have the right to trample over those of us who pay for our Statewide Trail systems? Why should they get something for FREE? Well, certainly not free for the rest of us who wish to enjoy our Statewide trail system that we've already paid for, and wish to continue to use in **SAFETY**. Safety means without fear. Fear of a mountain biker colliding with any one of us.

P1-1

Locally, the re-alignment of the Tapia Spur Trail in the Santa Monica Mountains Malibu Creek State Park has cost all of US, the tax payers, thousands upon thousands of dollars – we have not been given the total cost of this experimental trail, but considering the fact that State Parks has had a work crew on this job for most of 2012 leads me to think that it could be costing US hundreds of thousands of dollars. TOO MUCH!

P1-2

A beautiful trail has been widened and compromised, replacing a formerly beautiful trail that lay lightly on the land. After all, all trails are a scar on the natural resources, but necessary. This reroute has done so much additional damage to the resources and seems to satisfy almost no one. We hikers and horse riders did not ask for this expense! Mountain bikers did! It's our tax dollars and donations to State Parks that has paid for this unreasonable, precarious, expensive setting precedent.

P1-3

I expect you to thoroughly address what that trail re-alignment cost the taxpayers!! According to the Sierra Club, trails should lie lightly on the land without such massive destruction of the native habitat. Why should one group of yahoo extreme riders be allowed to do their sport on **public land**? Equestrians pay for the privilege of riding an extreme sport -- they band together, pay to rent a field or arena, PAY THE INSURANCE, and then enjoy their sport, and rip and snort to their hearts content (rodeo, roping, barrel racing, cross country jumping, etc.), with the public offside behind a fence or in bleachers. We DON'T MAKE THE PUBLIC PAY for our privilege!

P1-4

Mountain biking is a thrill seeking adrenaline driven EXTREME sport. Equestrians, dirt bikers and others have extreme sports. But -- equestrians are not out on public trails doing rodeo or cross country jumping. **It is outrageous that mountain bikers demand that they do their extreme sport on public land, at public expense while putting the public at risk.** Quite a big difference!


P1-5

Absolutely nothing is accomplished in a conversation with a person like that. The only good thing to accomplish is to get them off the trails by political action. Why should we support the mountain bikers on public land, asking the public to pay for it, while putting the public at risk?

With all sincerity,

Stephanie Abronson

P2

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Stephanie Abronson

Mailing Address 543 Cold Canyon Rd, Monte Xido, CA 91302

Email Address Stephanie@Abronson.com

Comments Within the State Parks Mission, they are to protect the resources + provide a safe trail experience. If hikers + equestrians are sharing trails with mountain bikers - what is enjoyable about that, or for that matter - SAFE! If hikers + equestrians are constantly worrying about the threat of mountain bike riders heading into them in front, or coming fast from behind - that is NOT an enjoyable trail experience. Treating every trail the same is mistreating not only the trails, but also mistreating the people who use the trails.

Meeting Date 10/27/2012, Glendale, CA.

P2-1

P3

Statewide Trails (Change in Use PEIR)

Page 1 of 2

Statewide Trails (Change in Use PEIR)

Udggd#U#K#Dgdp v#u6u6 |dkrr1frp #

Sent: Vxqgd|/Qryhp eh#; #5345#-87#DP #

To: FHTD#QVF#

I am writing in regards to the Road and Trail Change-In-Use Evaluation Process PEIR.

I am an avid user of the California State Parks trail system. In addition to the many trails that I regularly hike and bicycle on near my home in Santa Cruz, my wife and I hike and ride many other trails throughout the State on our vacations. Access to good quality multiple-use trails is very important to us, both on foot and on bicycles.

We understand that recreation is one of the primary goals of the State Park system and are glad that CSP has taken major steps to promote multiple-use trails throughout the statewide trails system. It is also good to hear that CSP acknowledges that there are effective tools and methods to successfully manage multiple-use trails, and that in-depth studies of mountain bike access (over a 30 year period) shows that trail user complaints and conflicts are infrequent, and accidents are rare.

The Draft PEIR describes a process that requires a trail conversion analysis that may lead to expensive and unnecessary trail alterations (at increased cost and effort for CSP). The majority of the existing multiple-use trails within the CSP trail system have never been specifically altered for multiple-use, yet have functioned adequately as multiple-use trails for many years. It makes sense that newly constructed trails (and upgrades to existing trails) would be considered for such alterations but that should be only when staffing and funds are available to do so. Requiring all trails to be overly engineered (some refer to this process as "sanitized") is a waste of time and resources, and it also may damage the very resources that people come to the park to enjoy. Requiring specific and exact widths, grades, and other features on CSP trails may require extensive grading, vegetation removal, and other unacceptable changes to existing trail alignments. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. Requiring trails to undergo trail alterations before allowing multiple-use (mountain bike) access to occur (or continue) would be an extreme disservice to all park visitors and could potentially damage the sensitive natural resources that visitors come to the parks to enjoy.

P3-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. This should not apply to trails, which are the key elements that allow access to, and enjoyment of, the park itself. Without trails a park would not be a place for recreation, it would simply be an open space preserve (which, in my opinion, is not the sole mandate of the CSP system). The State Parks trails are there for the people to enjoy, in a variety of methods (hiking, mountain biking, horseback riding, etc.)

P3-2

Mountain biking is on the increase as a form of recreation in California, as horseback riding is in decline. I strongly urge CSP staff to acknowledge this fact and to allow mountain bike access on existing (and new) trails where appropriate, without requiring trails to be reconstructed in an overly-engineered manner. I see the Survey process in the Draft PEIR that allows for a simple assessment of existing trails by CSP staff (which could benefit from consultation with a local mountain

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

biking group or the IMBA) as the best method to determine if additional improvements are needed before opening a trail to mountain bikes (multiple-use). Please ensure that the applicability of the trail conversion analysis allows exceptions for the conversion of existing roads and trails to mountain bike use without requiring extensive improvements (grading, widening, vegetation removal, etc.) that could potentially damage sensitive resources.

┌
P3-2
└ cont'd

Thank you for the opportunity to comment.

Randall Adams
Santa Cruz, California

P4

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hlg#kfdgduC frp fdwqhw#

Sent: Wxhvgd|#dryhp eh#5:#5345#7=43#EP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:10

Submitted by anonymous user: [76.126.196.124]

Submitted values are:

--Contact 1--
First Name: heidi
Last Name: adler
Street Address: 845 Marin Dr
Street Address Line 2:
City: Mill Valley
Postal Code: 94941
State/Province: CA
Phone Number: 415-686-1526
Email: hcadler@comcast.net

Comments:

1. Insofar as State code p4-14 3, about Parks being "attractions in themselves", I don't not think it was intended to limit bicycling. It was for development, ie: athletic fields, restaurants, concession stands, amusement parks, etc. There was a major misunderstanding when this was written. Bicycle trails are essential to the health of Parks-it decreases the use of cars, adds user satisfaction, and shows off a Park's natural features, at their best. Bikes are unobtrusive, healthy forms of seeing the sights and should be heralded in Parks, not restricted as transportation only. Trails are the answer to visitation in parks-they are the reason visitors "visit" and will be increasingly so, due to younger visitors, the health advantages and sheer fun=happiness.

Thanks for all the work on this-here's to a new age of more bicycle trailage and more Park visitation=great quality of life for the people and \$ for Parks.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12838



P4-1

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P5

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#Wp #^djdz d8C dwlqhw#

Sent: P rggd|/Qryhp eh.#</#5345#4-54#DP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 12:21

Submitted by anonymous user: [207.43.245.140]

Submitted values are:

--Contact 1--
First Name: Tim
Last Name: Agawa
Street Address: 7452 sedgefield ave
Street Address Line 2:
City: san ramon
Postal Code: 9458
State/Province: CA
Phone Number: 925 833-9310
Email: agawa5@att.net

Comments:

Please create more access to mountainbiking. Especially easier single track trails. These are the type of trails that get kids involved and excited about being outdoors. I have three boys who love mountainbiking but we travel miles away from our local state park (Diablo) because of the lack of fun easy trails there. Please take this challenge. Take your child or a child for a mountainbike ride on Diablo state park. You will not have a happy child.
Thanks for asking!

P5-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12561>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P6

Statewide Trails

Page 1 of 1

Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#ehkdd#ci#Edg#^ing46C Krwp dlfirp `#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#4-84#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 12:51

Submitted by anonymous user: [76.170.169.249]

Submitted values are:

--Contact 1--
First Name: Fadi
Last Name: Ahad
Street Address: 28937 Mirada Circulo
Street Address Line 2:
City: Valencia
Postal Code: 91354
State/Province: CA
Phone Number: 661-618-2644
Email: fod13@hotmail.com

Comments: This is great news for all outdoor enthusiasts in California! Thank you CST!

P6-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13053>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P7

Statewide Trails

Page 1 of 1

Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp %rq#ehkdc#ci#wdut#wdutC grshmp lfrp %#

Sent: P rggd|/Qryhp eh.#</#345#=#79#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 14:46

Submitted by anonymous user: [12.162.1.100]

Submitted values are:

--Contact 1--
First Name: Tariq
Last Name: Ahmed
Street Address: 402 Payton Ct.
Street Address Line 2:
City: Tracy
Postal Code: 95377
State/Province: CA
Phone Number:
Email: tariq@dopejam.com

Comments: We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P7-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12566>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkdc#ci#ggln#hgglnC p dxlvrcdusurmfwrj #

Sent: Tu9d|#Qryhp eh#9/#5345#5-89#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:56

Submitted by anonymous user: [76.176.162.73]

Submitted values are:

--Contact 1--
First Name: Eddie
Last Name: Alberton
Street Address: 2287 Levante St #B
Street Address Line 2:
City: Carlsbad
Postal Code: 92009
State/Province: CA
Phone Number: 6193848309
Email: eddie@mauisolarproject.org

Comments:

Thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails.
Urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior.
The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails.
Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.



P8-1

P8-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12293

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December 3, 2012

To the Environmental Coordinator, California Department of Parks and Recreation:

I am very concerned about possible changes in the way the California State Parks System evaluates trails for conversion to multi-use to allow access to bicycles on narrow trails that have previously allowed only hiker and equestrian access. I am opposed to a switch to a “fast-track” process that might quickly open trails to bicycles for the following reasons

- **SENSITIVE SPECIES THREATS** Bicycles create a threat to animals that linger on trails. In southern California one species of special concern is the Coast Horned Lizard (*Phrynosoma coronatum*). This lizard basks in open areas on warm days. I have seen Coast Horned Lizards that have been run over and killed by bicycles in Topanga State Park. I have also seen this species on hiking trails, including the Musch Trail in Topanga State Park. Currently the Musch Trail acts as a refuge for this species, but if the trail is opened to bicycles populations of the lizard will be much more threatened.
- **LACK OF LAW ENFORCEMENT ON TRAILS** Unfortunately the State Park System does not have sufficient staffing to patrol the many trails in the system. I have been hiking in the state parks within the Santa Monica Mountains since 1977, and I have not seen a state park ranger on a trail over the past 35 years (I do see them on fire roads). The absence of enforcement on trails leaves the problem of fast, rude, or dangerous bicycle riders to be dealt with by hikers or horseback riders who encounter those riders. I have had many unpleasant experiences asking riders to slow down or to be more courteous.
- **LOSS OF SERENITY IN THE HIKING EXPERIENCE** Many people go outdoors for the peace and quiet that can be found on a state park hiking trail. The setting changes completely when a trail becomes multi-use. I now shy away from trails that allow bicycles. It is disturbing to suddenly hear “on your left” or, worse yet, “get out of my way”. I once enjoyed the Backbone Trail out of Will Rogers State Park because it led to the quietest and most peaceful part of Topanga State Park. I now feel that I must avoid that trail. Currently parks such as Topanga State Park have a nice mix—Fireroads are open to bicycles (and part of the Backbone Trail) and trails are for the use of hikers and horseback riders. It would be unfortunate (for hikers and horse people) for bicycle restrictions to be eliminated.
- **FAILURE OF BICYCLE RIDERS TO YIELD TO OTHER USERS** Although the multiuse signs state that bicycle riders must yield to hikers, the reality is that hikers do the yielding. This is particularly true when there are large numbers of bicycle riders.
- **THE LURE OF THE “TIME TRIAL”** Bicycle riders love to better their times on trails. In fact there are online sites where best times are now posted. Recently I encountered two bicycle riders completing a ride on the Musch Trail in Topanga, a trail closed to bicycles. They were discussing their rapid descent on

P9-1

P9-2

P9-3

P9-4

P9-5

the wet trail and how they would beat it next time. Such efforts to better times on trails create real hazards for other users.

- **POSSIBLE LOSS OF REVENUE TO STATE PARKS** I have noticed that many bicycle riders park outside the state parks to avoid the parking fee. This is very common at Point Mugu State Park, Malibu Creek State Park, and Topanga State Park. It is easy for a bicycle rider to ride from a free parking location, but hikers are more likely to park within the park and provide the financial support that comes from the parking fee. If trails become less attractive to hikers because of bicycle use there could be a loss of revenue to the state. This may be a minor point, but it is interesting that the group that is so vocal about changes in trail use seems to include the greatest number of people (per capita) who do not support the park system.
- **PRIORITY FOR TRAIL USE FOR NATURE INTERPRETATION** The greatest value of our state parks lies in the protection of natural resources and the creation of a setting for the interpretation of those resources. I took students from Santa Monica College on field trips in our state parks for 36 years. Now I serve as a volunteer docent in Topanga State Park, and I lead groups of school children on nature walks. One of my greatest fears for the safety of the children occurs when we walk on the fire road (I keep them on the trails closed to bicycles as much as possible). On the fire road I always worry that an out of control bicycle rider will encounter our group without warning. Close calls have already occurred. It would be horrible if this risk also became a possibility on the narrow trails.

There are clearly many reasons to carefully evaluate the changes that would occur if a “fast track” system was established for the conversion of state park trails to multi-use. I hope you will reject the change to “fast track” and continue to evaluate possible trail conversions in the careful manner that should characterize an agency charged with protecting our natural resources.

Sincerely,

Douglas M. Allan
Professor of Biology (Retired)
Santa Monica College
1900 Pico Blvd.
Santa Monica CA 90405

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cont'd
P9-6
P9-7
P9-8

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Statewide Trails

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lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ri#Dmq#Dgsxug|C |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#53/#5345#=#34#DP #

To: FHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 08:01

Submitted by anonymous user: [69.224.151.31]

Submitted values are:

--Contact 1--
First Name: Allen
Last Name: Purdy
Street Address: 8012 Marigola dr
Street Address Line 2:
City: El dorado hills
Postal Code: 95762
State/Province: CA
Phone Number: 9163656618
Email: Adpurdy@yahoo.com

Comments:

Thank you for the support you have developed for mountain biking access. Your work to streamline the process reveals a sensitivity to eliminating tactics which use complicated time and money issues to obfuscate access.

I would like to caution the Dept. against over-engineering new or extant trails for every possible use under the sun. It is unnecessary especially in areas which see so little use. In addition I hope to see mountain bike usage as distinctly different than than amusements, businesses and athletic fields (State Code P.4.14-3). While mountain bike accessible trails may be attractive, so are hiking trails for hikers; they are simply a vital part of enjoying a park's natural features.

The trails between browns ravine and sweet water at Folsom lake see very few horse riders and would be a great addition to multi use. An odd even day for users is also a fair way to share.

Thank you.

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12586

P10-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#Uvjhu#x7p ruqbjvxqC frp fdwqhw#

Sent: Tuqj|#Qryhp eh#9/#5345#7-38#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 17:05

Submitted by anonymous user: [98.210.228.85]

Submitted values are:

--Contact 1--
First Name: Roger
Last Name: Alstad
Street Address: 132 Morning Sun Avenue
Street Address Line 2:
City: Mill Valley
Postal Code: 94941
State/Province: CA
Phone Number:
Email: ru4morningsun@comcast.net

Comments:

I really appreciate the steps CSP has taken to promote multi-use trails and specifically to provide much needed access for cyclists. I have had a lot of experience on multi-use trails and would like to see more of them. I would like to point out that there are many, many trails in CSP that are well suited for multi-use without any modifications or expensive engineering and construction. Why not start with those? Thank you for the opportunity to comment. Roger Alstad

P11-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12366

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#vfn#Df|g65:6C |dkrrlfrp `#

Sent: Wxhvqd|#Qryhp eh#5:#5345#:#66#BP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:33

Submitted by anonymous user: [98.119.139.36]

Submitted values are:

--Contact 1--
First Name: Jack
Last Name: Altevers
Street Address: 24988 Butterchurn Dr
Street Address Line 2:
City: Wildomar
Postal Code: 92595
State/Province: CA
Phone Number: 951 283 7541
Email: Acyd3273@yahoo.com

Comments: First off I'd like to take a moment and thank all those involved in seeing this through not matter what the end result might be. As a mountain biker I appreciate all of the work and time I'm sure you put in. I see this as a way of opening up some very awesome trails to a group of users who have historically not only used the trails but have also by and large taken care of said trails by picking up trash and contributing to trail Maintenance. I also think that opening the trails to mtn bikes will help the revenue stream of the parks themselves as mtn bikers utilize camp sites and pay to use the trail. An increased revenue stream is never a bad thing.

P12-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12960>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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hjrC p edlfrp #hjrC p edlfrp #rq#hkdd#ri#vduk#vdukldydudgr;4C jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#3<#BP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:09

Submitted by anonymous user: [71.160.108.216]

Submitted values are:

--Contact 1--
First Name: Sarah
Last Name: Alvarado
Street Address: 18529 Arrowhead BLVD
Street Address Line 2:
City: San Bernardino
Postal Code: 92407
State/Province: CA
Phone Number:
Email: sarah.alvarado81@gmail.com

Comments:

We, as riders, appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I, along with several fellow cyclists, are very excited that this is taking place!

P13-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12922>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#E#doydn}459C krwp dlfpr #

Sent: Prqgd|/Ghfrp eh#B6/#5345#7-78#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 17:45

Submitted by anonymous user: [98.234.156.137]

Submitted values are:

--Contact 1--

First Name: Bill

Last Name: Alvarez

Street Address: 446 Old County Rd Ste 100 PMB 231

Street Address Line 2:

City: Pacifica

Postal Code: 94044

State/Province: CA

Phone Number: 650-243-7458

Email: alvarez126@hotmail.com

Comments: Please use the (PIER) report. This is a very in-depth study on multi trail use. Mountain biking is growing sport.

P14-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13283>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#i#lp #mp hvlgdc |qc qdvdijry#

Sent: Tuqj|/Qryhp eh#9/#5345#5-6:#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:37

Submitted by anonymous user: [143.232.217.53]

Submitted values are:

--Contact 1--
First Name: Jim
Last Name: Alwyn
Street Address: 581 Mission Street
Street Address Line 2:
City: Santa Clara
Postal Code: 95050
State/Province: CA
Phone Number: 408-497-3283
Email: james.d.alwyn@nasa.gov

Comments:

I have been a California State Park (CSP) visitor for over 40 years. I strongly support my tax dollars going to the maintenance and acquisition of rural areas for me to play, exercise and take in the wonders of Mother Nature. I am a hiker, trail runner, backpacker, and mountain biker and welcome the notion of using the CSP system to expand my mountain bike experience. I believe if this becomes a provision in the CSP's it will enhance revenues as mountain biking has increased multifold since I began riding in the late 80's. Obviously this must be considered as the state budget is being increasingly strained due to many demands and rising costs.

As a tax paying Californian and CSP user on several fronts, I encourage the consideration to open trails to mountain bikers. I also appreciate the opportunity to voice my opinion and hopefully influence the decision making process.

Thank you!

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12287

P15-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#P dw#p mp p dqqC jp dlfrp #

Sent: Tuqj|#Qryhp eh#9/#5345#5-37#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:04

Submitted by anonymous user: [134.134.137.73]

Submitted values are:

--Contact 1--
First Name: Matt
Last Name: Ammann
Street Address: 504 Dufour Street
Street Address Line 2:
City: Santa Cruz
Postal Code: 95060
State/Province: CA
Phone Number:
Email: mjamman@gmail.com

Comments:
Hello State Parks.

Thanks for all the work you do to keep the parks running well. You are a great asset to CA and all the people that visit our great state.

I strongly support Mountain bike access in state parks. Mountain bikes are a great way to enjoy the natural beauty of the parks while getting excellent exercise. More mountain biking in state parks will draw more visitors from within and outside the state. Mountain bikers will contribute to state park revenue with parking and entrance fees, as well as supporting the economy of towns and cities in park areas.

thanks,
Matt

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12274>

P16-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ci#Dgdp #^dgd 33:dgghwrcC krwp dbfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#33#DP#

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 10:00

Submitted by anonymous user: [24.130.153.110]

Submitted values are:

--Contact 1--
First Name: Adam
Last Name: Anderson
Street Address: 4409 SARGENT AVE
Street Address Line 2:
City: CASTRO VALLEY
Postal Code: 94546
State/Province: CA
Phone Number: 5105825412
Email: adam007anderson@hotmail.com

Comments: We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P17-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12737>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#dylg#xndqjC jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-87#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:54

Submitted by anonymous user: [166.147.89.143]

Submitted values are:

--Contact 1--
First Name: David
Last Name: Anderson
Street Address: 6203 SE 92nd Ave
Street Address Line 2:
City: Portland
Postal Code: 97266
State/Province: OR
Phone Number: 707 502 0557
Email: ujelang@gmail.com

Comments:

Thank you very much for considering opening some existing trails to mountain bike use. I grew up in Humboldt County and when I return home I always take time to visit Humboldt Redwoods and Prairie Creek among others. When I was much younger than now and mountain biking was in it's infancy I was among those who was led to believe that mountain biking was dangerous to the environment. Then upon instructions from my Doctor I took up bike riding for exercise and ultimately mountain bike riding. I looked for the damage that bike riding was supposed to lead to and frankly just didn't see it, despite looking. I currently ride and maintain trails in a very sensitive area near Portland and applaud land managers for allowing bike use, designing and building trails that support multi-users. I look forward to going home sometime, bringing my bike and riding trails in Humboldt Redwoods and Prairie Creek. My knees will thank you since they always complain when I go for hikes.

P18-1

David

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12920

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#Jdqg#ghsxw|dgg|C krwp dlfrp `#

Sent: Vdwxgd|#ghfnp eh#4/#5345#8-85#P #

To: FHTD#QVF#

Submitted on Saturday, December 1, 2012 - 18:52

Submitted by anonymous user: [173.58.16.244]

Submitted values are:

--Contact 1--
First Name: Glenn
Last Name: Anderson
Street Address: 27557 Lanham st.
Street Address Line 2:
City: Menifee
Postal Code: 92584
State/Province: CA
Phone Number:
Email: deputyandy@hotmail.com

Comments: mnt. bikers should be able to enjoy our mountains, they need more trails to ride.

P19-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13224>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#ci#vnyh#p wqelnhu vxuhz hwiqhw#

Sent: Vdwxgd|/Qryhp eh#: #5345#-67#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 22:34

Submitted by anonymous user: [69.62.136.184]

Submitted values are:

--Contact 1--
First Name: Steve
Last Name: Anderson
Street Address: 9313 Sierra Spring Way
Street Address Line 2:
City: Elk Grove
Postal Code: 95624
State/Province: CA
Phone Number: 9167149673
Email: mtnbiker@surewest.net

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P20-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P20-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12468

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#i#rq#edggesrrc krwp dldfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-56#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:23

Submitted by anonymous user: [69.12.206.188]

Submitted values are:

--Contact 1--
First Name: soni
Last Name: andreini poulsen
Street Address: po box 3491
Street Address Line 2:
City: arnold
Postal Code: 95223
State/Province: CA
Phone Number: 2097951270
Email: bandbpoo@hotmail.com

Comments:

I'd like to thank CSP for the opportunity to make comments. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

Thanks again!!

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12955>

P21-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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use of state park trails

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use of state park trails

SANDYAQH@aol.com [SANDYAQH@aol.com]

Sent: Tuesday, November 27, 2012 11:00 PM

To: CEQA NSC

TO: Environmental Coordinator, California Dept. of Parks and Recreation

The joint use of trails by both bicyclists and hikers is dangerous and unwarranted. The two should be separated just as they are on city streets/sidewalks.

Equestrians and pedestrians can safely use the trails jointly, as we have for decades. However, bicycles pose a significant danger to both hikers and equestrians. High speeds and blind corners increase the danger.

It is my opinion that bicyclists should be limited to the use of trails that are at least 10' wide, such as fire roads. This limitation should reduce to risk to others who use the trails.

P22-1

Thank you,

Sandy Arledge
619-992-4677

<https://mshqexchfe3/owa/?ac=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#fwku#hldp hqjrc |dkrrlfrp #

Sent: Wxhvgd|#ryhp eh#5:#5345#7-84#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:51

Submitted by anonymous user: [72.130.52.242]

Submitted values are:

--Contact 1--
First Name: Esther
Last Name: Armengol
Street Address: 245 S. Avenue 54
Street Address Line 2: Apt. 202
City: Los Angeles
Postal Code: 90042
State/Province: CA
Phone Number:
Email: e.armengol@yahoo.com

Comments:

Thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.



P23-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12859

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqirC p edlfrp #^lqirC p edlfrp #

Sent: Tuqjd|#Qryhp eh#63/#5345#-53#6P #

To: FHTD#QVF#

Submitted on Friday, November 30, 2012 - 22:20

Submitted by anonymous user: [98.119.205.63]

Submitted values are:

--Contact 1--
First Name: Fred
Last Name: Armisen
Street Address: 1932 Deborah Lane
Street Address Line 2:
City: Thousand Oaks
Postal Code: 91320
State/Province: CA
Phone Number:
Email:

Comments: I support the proposed new process to more efficiently navigate the CEQA requirements for trail use changes. The purpose of trails is to accommodate those who wish to travel upon them, and more and more, those persons are riding bikes.

P24-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13197>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#gdyb#gdyldvk.lC jp dldfrp #

Sent: Vdwxgd|/Qryhp eh#: #5345#-8:#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 22:57

Submitted by anonymous user: [75.61.132.52]

Submitted values are:

--Contact 1--

First Name: david
Last Name: ashin
Street Address: 3660 taraval st
Street Address Line 2:
City: san francisco
Postal Code: 94116-2028
State/Province: CA
Phone Number: 415 2644940
Email: davidashin@gmail.com

Comments:

thank you for the opportunity to contribute.
thank you for your ongoing work.
I think a multi use trail plan is good way to increase use, awareness, and
activism.
not to mention a potential growth in local economies.
bikes are good.
thanks!

P25-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12469>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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November 28, 2012, 2012

Environmental Coordinator

California State Parks

Northern Service Center

One Capital Mall, Suite 410

Sacramento, California 95814

Subject: Program EIR Change-In-Use Process

Dear Environmental Coordinator:

Bikes on Equine and jogger trails would be extremely dangerous and would lead to abandonment of trails by myself and many of my horse rider friends as well as many Mommy hiking groups. There is no way to train a horse to accept a mountain bike flying at it around a blind curve. There are many mountain bike trails in SO Cal but very few equine ones. Please preserve this sport and way of life for so many equestrians in So Cal.

P26-1

Sincerely,

Nicole Auckerman

And Brian Terkleson

215 B Winchester Ave

Glendale CA 91201

P27

Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#=#43#BP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:10

Submitted by anonymous user: [76.93.113.96]

Submitted values are:

--Contact 1--
First Name: Marcel
Last Name: Ayers
Street Address:
Street Address Line 2:
City: Camarillo
Postal Code: 93010
State/Province: CA
Phone Number:
Email:

Comments: We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists

P27-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12974>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P28

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Ure#p lq p dqC p lqgvsubj lfrp '#

Sent: Vxqgd|/Ghfrp eh#5#5345#3=75#P #

To: FHTD#QVF#

Submitted on Sunday, December 2, 2012 - 11:42

Submitted by anonymous user: [108.231.74.223]

Submitted values are:

--Contact 1--
First Name: Rob
Last Name: Baker
Street Address: 15171 Chelsea Dr.
Street Address Line 2:
City: San Jose
Postal Code: 95124
State/Province: CA
Phone Number: 408 371-1949
Email: midiman@mindspring.com

Comments:

I'd like to thank the CA State Parks for considering greater access to mountain bikes to more of the state's trails. I've only been a member of the mountain biking community for a few years, but have been impressed with this community's dedication to and the participation in working on public trails and the environment. More access to more trails means a bigger audience of volunteers to help maintain trails - mountain bikers will show up to help. You can find many great examples of this in groups like the Sierra Buttes Trail Stewardship and ROMP in the Bay Area.

And most mountain biker prefer rugged, natural terrain on the smallest of trails (single track). These are the most beautiful and blend in to the environment the best, and the easiest to maintain. So there is no need to over-engineer or over think anything as regards trail development for mountain bikers. I'd urge you against over-paving or grading of any trail - the more natural, the better. One can look to the Downieville area trails and how they are maintained on Federal land - Sierra Buttes Trail Stewardship is doing a great job.

Biking is a peaceful, sustainable, non-polluting activity. And the mountain bike community can be a great source of volunteers to any trail system.

Thank you for your consideration, and the hard work you are doing to allow access to bikers on trails.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13238



P28-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P29

Statewide Trails

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Statewide Trails

P dued5<C drdfirp #P dued5<C drdfirp '#

Sent: Vxqgd|/G hfrp eh#5/#5345#4-7<#P #

To: FHTD#QVF#

Cc: p dz hewhu#<;7C vefjaredqgh#

As a frequent hiker in the Santa Monica Mountains, I believe it is important for me to forward my comments to all state parks personnel involved in making decisions that will impact my future trail experiences. I hope that your upcoming evaluation will be conducted in a fair and objective manner, not justifying an already decided result.

As you undoubtedly are well aware, many trails in the Santa Monica Mountains already are designated at multi-use, including all fire roads. Converting a hiking trail to multi-use significantly changes the hiking experience, whether or not the trail is reconstructed to make it bicycle friendly. Bicycles on trails necessarily diminish a hiker's peaceful enjoyment of nature both on trails that already allow bikes and those that do not. In addition, I am sure it comes as no surprise to you that I and my hiking companions encounter bikes and/or see bike tracks on restricted trails.

If the Tapia Spur Trail in Malibu Creek State Park is a sample of the reconstruction that can be expected on trails converted to multi-use, I wish to register my strong objections. This trail (now a bicycle-friendly freeway) had previously been a favored venue for flower and plant walks. It has now been greatly widened, denuding all vegetation at the margins, including complete eradication of the Chaparral Broomrape (*Orobanche bulbosa*), a rare native plant that I have never seen anywhere else. This leaves me to wonder what kind of EIR would permit this, or what kind of EIR can be expected prior to future reconstructions.

There was no request for public input before the Tapia Spur Trail was drastically changed. Would there be any opportunity for public input before any future reconstruction?

In short, in order that I and my hiking companions can continue to enjoy the remaining single track trails free from the hazards and hassles of dealing with bicycles, I request that no additional trails in the Santa Monica Mountains be converted to multi-use (i.e. allowing bicycles).

Marcia Balbus
2918 Winding Lane
Westlake Village, CA 91361

P29-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P30

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#ghqql#ghqqlvedø dwlqhw#

Sent: Prqgd|/Qryhp eh.#</#345#4-03#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 00:50

Submitted by anonymous user: [108.240.244.29]

Submitted values are:

--Contact 1--
First Name: Dennis
Last Name: Ball
Street Address: 2540 Herndon #104
Street Address Line 2:
City: Clovis
Postal Code: 93611
State/Province: CA
Phone Number: 5599607127
Email: dennisball@att.net

Comments: We as Mountain Bike riders appreciate the opportunity to have input into the use of trails in our California parks. As MTB'ers we strive to share the trails, ride safely and take care of the trails as we know how important it is to preserve the countrysides that we ride in. Mountain biking is a popular sport and is becoming more so, and it is important to have many trails to explore and ride on.

P30-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12584>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P31

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkdci#i#P hh#p neduedurC j p dlfirp `#

Sent: Vxqgd|/Qryhp eh#; #5345#; #6<#SP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 21:39

Submitted by anonymous user: [69.4.157.161]

Submitted values are:

--Contact 1--
First Name: Mike
Last Name: Barbaro
Street Address: 5191 happy pines drive
Street Address Line 2: 5191 happy pines drive
City: foresthill
Postal Code: 95631
State/Province: CA
Phone Number: 530-570-5610
Email: mjbarbaro@gmail.com

Comments:

Dear state parks. please open more trails.
bicycling is a rapidly growing industry for both road cycling and mountain
biking. help it grow.
Thanks!

P31-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12526>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Mii#iniedunhC frp fdwqhw#

Sent: P rggd|/6hfrp eh#6/#345#k-59#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 22:26

Submitted by anonymous user: [98.244.4.11]

Submitted values are:

--Contact 1--
First Name: Jeff
Last Name: Barker
Street Address: 1036 Morning Glory Ct.
Street Address Line 2:
City: El Dorado Hills
Postal Code: 95762
State/Province: CA
Phone Number: 9169980503
Email: jeffbarker@comcast.net

Comments:

Dear State Parks,
Thank you for allowing park users to make comments about this.

Obviously, a tremendous amount of time and money went into this project, which I understand is how things must get accomplished in this day and age, but if we all step back and take a look at the issue at hand, the solution is actually quite simple.

I believe there are many, many examples of multi-use trails all over our country, including singletrack, that work very well for 99% of all trail users and it is my hope that CSP will embrace mt. biking on nearly all existing State Park trails. As a mt. biker, hiker, dog walker and trail runner for the past 25 years, I have had zero bad trail experiences in terms of conflict and collisions. The key to the whole thing isn't so much trail design, trail sanitation and trail re-routing, it is user education. Continued education on etiquette, courtesy, respect (for people and trails), and trail rules are the key to successful shared-use trail systems.

I primarily utilize the trails in the Folsom Lake SRA and Auburn SRA (for the past 12 years) and can't think of any significant trail issues and problems other than some (not all) equestrians getting very upset over mt. bikers riding on trails that are designated "no bikes". If those trails were opened to bikes, and people demonstrated respect and courtesy to one another, what would the handful of anti-bike equestrians get upset about? Diffuse the reactionary anger by eliminating the no bikes rule. We desperately need more trail access for bikes in these two State Parks.

With the HUGE influx of high school mt. biking teams in California, and trail etiquette and trail stewardship being part of each school's "curriculum" we are instilling the right mindset in a very important segment of our population. Secondly, it's great to see kids getting out and staying active when we continually read about how kids are more obese than ever, play video games more than ever and are glued to their smartphones/iPads constantly. The future stewardship of our parks and trails will be the youth of today.

P32-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

Statewide Trails

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The more we can include as responsible users of the trails, the better for everyone. Kids like biking. Let's encourage it.

P32-1
cont'd

Opening up more trails will also alleviate the "crowds" on the few open trails we have. Granite Bay State Park is a great example of a multi-use trail system that is exceptionally crowded (especially on weekends), as it is the only bike-legal singletrack on the West side of Folsom Lake. Even with all that traffic, how many accidents and injuries have occurred between trail users? While some hikers and equestrians would like to go on an on about safety, I believe your excellent study on Trail Conflict shows that most conflict is from perception and actual incidents are rare.

Keep in mind that singletrack trails give mt. bikers the feeling (and illusion) that they are going much faster than they actually are. Wide fire roads are where trouble can occur, as mt. bikers tend to go much faster on a wide open fire road than a narrow, twisty, 2' wide trail.

P32-2

I applaud you for the work you've done on this, and hope you see that the simple solution is to emphasize user etiquette, courtesy and safety, open all suitable trails to bikes without extensive delays and additional trail work, then study how it works. I think you'll find that it will work fine, just like it does at the overcrowded Granite Bay State Park, and dozens of other multi-use parks around the country.

Thank you.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13299>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#vkdqqrq#Eofnnp C |dkrrlfrp #

Sent: Vdwxgd|/Qryhp eh#: #5345#5-55#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 15:22

Submitted by anonymous user: [70.36.177.148]

Submitted values are:

```

--Contact 1--
First Name: Shannon
Last Name: Barker
Street Address: 1937 Montgomery dr-
Street Address Line 2:
City: Santa rosa
Postal Code: 95405
State/Province: CA
Phone Number:
Email: Blackkrim@yahoo.com

```

Comments: Thank you for making trails multi use and allowing bikes on them!

P33-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12441>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P34

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#iP dwkhz #P dwkhz EDuhoC xqlrqedqnlfrp #

Sent: Wxhvgd|/Qryhp eh#5:/#5345#6=57#5P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:24
Submitted by anonymous user: [216.52.215.232]
Submitted values are:

--Contact 1--
First Name: Matthew
Last Name: Bartelt
Street Address: 9074 Meadowrun Way
Street Address Line 2:
City: San Diego
Postal Code: 92129
State/Province: CA
Phone Number: 8584965862
Email: Matthew.Bartelt@unionbank.com

Comments:

For too long mountain bikes have been mis-classified and banned from trails within the parks system. Hikers, equestrians, and bicyclists can peacefully coexist on all trails. This has been proven time and time again on multipurpose trails, roads, fire roads and single track trails throughout the state of California.

Look to the Laguna Mountains, Big Bear, and the Sierra Mountains for proof of this. Visit Utah, Nevada, New Mexico and Arizona to see the cooperation and respect between the user groups. Why can't this work in the park system? While there is a very vocal opposition group that believes the sky is falling, perhaps leveler heads can prevail and allow all non motorized traffic the same opportunities within the great park system.

A major plus of allowing bicycle traffic within the park boundaries is the free labor that bicyclists and affiliated groups are well documented for. The San Diego Mountain Bike Association (SDMBA) provides roughly 2000 man hours annually in the San Diego area caring for, maintaining, and repairing trails. The Concerned Off Road Bicycle Association (CORBA) does similar work in the Los Angeles region. There are similar organizations/associations in most California regions that could be leveraged to provide trail service at no cost to the park service. These trails service hours would be invaluable to the park service and would help everyone's experience when using the trails in the parks.

Please revise the current rules that ban cyclists from the trails within the park system. This change will most certainly benefit the park system in a time when budgets are ever shrinking by providing trail labor free of charge.

Thank you for your considerations.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12810>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ci#Uxvvhof^dufp nwjC fr{lqhw#

Sent: Wxhvgd|#hfhfp eh#7/#5345#6:#EP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 16:37

Submitted by anonymous user: [68.111.143.187]

Submitted values are:

--Contact 1--
First Name: Russell
Last Name: Bartz
Street Address: 2298 Orchard View Lane
Street Address Line 2:
City: Escondido
Postal Code: 92027
State/Province: CA
Phone Number: 760-743-6340
Email: arcmktg@cox.net

Comments: Why not? I'm a hiker and a cyclist. Everybody gets along on the trail.

P35-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13346>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#rqqdkdq#^rxqghuC ehhfrp p xwhlfrp `#

Sent: Tuqj|/Qryhp eh#9/#5345#5-47#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 12:14

Submitted by user: RiderX

Submitted values are:

--Contact 1--
First Name: Jonathan
Last Name: Baty
Street Address: 1321 La Arriba Drive
Street Address Line 2:
City: Redlands
Postal Code: 92373
State/Province: CA
Phone Number: 9097925532
Email: founder@bikecommuter.com

Comments: Please open as many trails as possible to mountain biking. Mountain bikers are one of the few trail users who can actually ride to a state park, ride the trails and ride home. We don't even need parking lots! Consider creating wilderness MTB campsites 10-20 miles from the trailhead. That would allow us to have a good full days ride to camp, camp, and then ride out the next day. We don't need any facilities, just good trails! Also, consider opening undeveloped state parks such as San Timoteo Canyon State park to mountain bikers - we can keep an eye on things out there for you.

P36-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12278>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P37

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#D#dc9C p h1frp #

Sent: Prqgd|/Ghfrp eh#B6/#5345#3-74#5P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 23:41

Submitted by anonymous user: [184.21.107.29]

Submitted values are:

--Contact 1--
First Name: Al
Last Name: Baumann
Street Address: 480 Wilson Hill Rd
Street Address Line 2:
City: Petaluma
Postal Code: 94952
State/Province: CA
Phone Number: 707-778-8238
Email: alb6@me.com

Comments: I'd like to know my comment of 10:35pm was received as submitted.
(About 12 lines of narrative signed Al Baumann, M.D.) as "returning to form"
for a print out brought up only another blank form. al

P37-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13303>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ri#Dofde9C p h1frp #

Sent: P rggd|/6hfrp eh#6/#345#3-66#SP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 23:33

Submitted by anonymous user: [184.21.107.29]

Submitted values are:

--Contact 1--
First Name: Al
Last Name: Baumann
Street Address: 480 Wilson Hill Rd
Street Address Line 2:
City: Petaluma
Postal Code: 94952
State/Province: CA
Phone Number: 707-778-8238
Email: alb6@me.com

Comments:

My thanks for producing the long awaited document, esp. making it a priority in tough times. I was part of the numerous meetings in Marin on Bill's trail and others. And, I was one of the group that designed the Olompali SP system that would have allowed bike use as was intended when the Mt. Burdell Trail was built. Dave Gould, Dave Boyd, Tom Ward (then a SP employee), David Hansen, and I were part of a team that flagged, GPSed, and mapped the trails. Safety for all users was assisted by short parallel trails, "up hill only", "one way for bikes", and "park your bike".

We had local archeological and environmental approval when gerrymandering, enfranchisement, delaying, and conniving, squashed the project. Several managing Park Rangers passed through and I was finally told all the records had been lost.

When I thank you for the Programatic EIR, it comes not just from the details, but for an appreciation of what it represents in fairness and procedural documentation.

My only suggestion is that you insist on "non-preclusive" language as new, inventive methods of safe and sustainable trail sharing and even "preferred user" designations will come and should always be open to trial periods.

Sincerely,
Al Baumann, MD
Past Marin Parks and Open Space Commissioner
Bike Patrol: State Parks, Marin Open Space

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13302

P38-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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qirC p edifrp #qirC p edifrp #q#ehkd#:#Fulj#EHD FRFN748C \DKRR IFR P #

Sent: P rggd|#Qryhp eh#59#5345#-69#DP #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 09:36
Submitted by anonymous user: [148.107.1.20]
Submitted values are:

--Contact 1--
First Name: Craig
Last Name: Beacock
Street Address: 400 Laverne Avenue
Street Address Line 2:
City: Mill Valley
Postal Code: 94941
State/Province: CA
Phone Number: 415-706-6513
Email: BEACOCK415@YAHOO.COM

Comments:

I would like to thank you for the opportunity to make comments on the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). As a California resident, life-long user and supporter of our parks (including as a regular donor of the CSPP), and a long-time mountain biker I appreciate the work the CSP is doing to acknowledge that there are many users of our trails, and that there are effective tools and methods to successfully manage mutli-use trails. I am a frequent user of our trails as both a cyclist and hiker, and I know first-hand there is a place for both uses in our park.

P39-1

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P39-2

Many thanks for your hard work and efforts to expand the use of our parks to additional users. Like no time before, our parks need supporters and there is no better way than to open them up to additional users to showcase what they have to offer.

Kind regards,
Craig Beacock

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12706>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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hjrC p edlfrp #^hjrC p edlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-64#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:31

Submitted by anonymous user: [70.187.132.57]

Submitted values are:

```

--Contact 1--
First Name: bob
Last Name: becker
Street Address: 1060a cabrillo park drive
Street Address Line 2:
City: santa ana
Postal Code: 92701
State/Province: CA
Phone Number: 714-558-1964
Email:

```

Comments: Thank you for your considerations for the mountain biking community. I have enjoyed many of your wonderful parks for the past quarter of a century. During this time I've witnessed a couple of single bike mishaps, but have never had an unpleasant encounter with another trail user neither runner, hiker nor equestrian. These experiences would be enhanced if the trails were available at night.

┌
P40-1
└

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12936>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ci#Wkrp dv#vp lve |ehfnhc jp ddfrrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#; -67#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 21:34

Submitted by anonymous user: [71.9.56.103]

Submitted values are:

--Contact 1--
First Name: Thomas
Last Name: Becker
Street Address: 1037 Ritchie Rd
Street Address Line 2:
City: Grover Beach
Postal Code: 93433
State/Province: CA
Phone Number: 8054897420
Email: smilesbybecker@gmail.com

Comments: Mountain bikers are legitimate State Park users. We work with other users to solve any problems. We deserve access.

P41-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13090>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkda#ci#Mrkq#trkqbefnfp dqlbC krwp dlfprp #

Sent: Vxqgd|/Qryhp eh#; #5345#5-6<#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 13:39

Submitted by anonymous user: [199.21.85.144]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Beckmann
Street Address: 2125 Bryant St.
Street Address Line 2: #401
City: San Francisco
Postal Code: 94110
State/Province: CA
Phone Number: 415-816-7723
Email: john_beckmania@hotmail.com

Comments: Please allow more mountain biking in state parks - it's a fantastic way to get on the trails and enjoy nature!!

P42-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12498>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

Statewide Trails

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp `#rq#ehkdo#r#Ehfn|#fewardkrhC hdukdqniqhw#

Sent: P rggd|#Ghfrp eh#6/#5345#3=85#SP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 23:52

Submitted by anonymous user: [69.108.1.204]

Submitted values are:

--Contact 1--
First Name: Becky
Last Name: Bell
Street Address: 2485 William Avenue
Street Address Line 2:
City: South Lake Tahoe
Postal Code: 96150
State/Province: CA
Phone Number: 541-6904
Email: bbtahoe@earthlink.net

Comments:

Dear California State Parks,

In Lake Tahoe we have five wonderful State Parks, especially D.L. Bliss State Park which used to allow mountain bike access over 20 years ago during the fall when there were less people in the Park. What a treat for those of us who also like to hike, to have the opportunity to pedal in this glorious Park. I am a member of the Tahoe Area Mountain Bike Association (TAMBA) who has been in existence since 1988 volunteering our time and muscle power to work on trails and educate riders about sharing the trail. Today, after 24 years of dedicated stewardship as TAMBA, there are few user conflicts on the trail and extremely limited. if any. erosion due to better trail building by the Lake Tahoe Basin Management Unit, land managers and trained volunteers like TAMBA. In fact, since mountain bikers cannot ride side by side on single track trails, we cause less erosion and scarring on trails like hikers who can travel shoulder to shoulder and, the inconsiderate, can cut switchbacks.

Mountain biking is a sport loved by all ages, which is also a major form of transportation in Tahoe. It keeps our bodies fit, and our brains alert. It connects us to our public lands so we intimately understand the need for respect of our resources and one another.

With very limited mountain bike access in the Tahoe basin due to private party and three Wilderness Areas, having the opportunity to ride in our State Parks matters and we understand it is a privilege that we respectfully the right to enjoy like hikers.

Thank you for updating the trail management plan for California State Parks so all outdoor enthusiasts - hikers and bikers - can enjoy our public lands and public Parks.

Sincerely,

Becky Bell

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/13304



P43-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P44

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Jdu|#jewdkrhC hdukdqnlqhw##

Sent: P rggd|/Ghfnp eh#B6/#5345#4-38#SP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 00:05

Submitted by anonymous user: [69.108.1.204]

Submitted values are:

--Contact 1--

First Name: Gary
Last Name: Bell
Street Address: 3430 lake Tahoe blvd
Street Address Line 2:
City: South Lake Tahoe
Postal Code: 96150
State/Province: CA
Phone Number: 530-541-7505
Email: gbtahoe@earthlink.net

Comments:

Dear California State Parks
This is a wonderful and very modern look at the opportunity to make trails in the parks true multi user trails. This is something that has been working for many years without any real conflict or damage to the resources on many public lands throughout the entire country. As a hiker, backpacker and mountain biker I support this move towards a simple and quick method that would allow mountain bike riding in State Parks. Thank you for this chance to make comments on a new direction in the State Parks that is truly long over due.

P44-1

Gary Bell
owner Sierra Ski and Cycle Works

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13305

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P45

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rkq#rkqlehcc |dkrrlfrp #

Sent: Tue, 13 Nov 2012 17:54:58 PST

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 22:54

Submitted by anonymous user: [76.21.112.195]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Bell
Street Address: PO Box 620768
Street Address Line 2:
City: Woodside
Postal Code: 94062
State/Province: CA
Phone Number: 650-954-7459
Email: john.bell@yahoo.com

Comments: Thank you for the opportunity to comment on the future of mountain bike access to California parks. I was born and raised in San Jose and have seen the effect of increased trail use in the state parks. Over the last 20 years of riding my bike, I have felt that sharing open spaces with hikers and equestrians can continue to be symbiotic through education, awareness and acceptance. Mountain biking has added an enormous amount of fulfillment in my life and am happy to voice my appreciation for consideration of access for all trail users.

P45-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12402

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P46

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Eudg#^eudgehqdp C j p dldfrp #

Sent: Vdwxgd|/Qryhp eh#: /#5345# -49#DP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 08:16

Submitted by anonymous user: [63.196.156.92]

Submitted values are:

--Contact 1--
First Name: Brad
Last Name: Benam
Street Address: 229 San Pascual ave
Street Address Line 2:
City: los angeles
Postal Code: 90042
State/Province: CA
Phone Number:
Email: bradbenam@gmail.com

Comments: Today biking is as natural as walking was 20 years ago. Their is no reason not to have bike friendly trails opened to all. Bikers, walkers, runners, & horses.

P46-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12415>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P47

Statewide Trails - Comments on Draft PEIR

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Statewide Trails - Comments on Draft PEIR

Fudlj#Ehggghu#fudljC ehqghuy1ch1frp #

Sent: Wxhvqd|/#Qryhp eh#5:/#5345#=#7; #SP #

To: FHTD#QVF#

To Whom It Concerns,

I want to thank the team that put together the Draft Program Environmental Impact Report re California State Parks Road and Trail Change-in-Use Evaluation Process and for the consideration given to mountain bikes. I bike regularly, mountain and road, and would greatly appreciate having single-track trails that are today open to horses also be open to mountain bikes. My friends and I are "trail riders" and are not seeking the most difficult downhill trail to speed down. As such, we would be very glad if some single track trails were only open on certain days of the week or on odd-numbered days. I could not find anything that discussed alternate days of use in the PEIR, but then at over 400 pages, I may have missed it. If it isn't in the PEIR, it is something to consider as another way of ameliorating overuse by equestrians or mountain bikers.

P47-1

Sincerely,

Craig Bender

Walnut Creek, CA

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P48

Statewide Trails

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Statewide Trails

qirC p edlfrp #^qirC p edlfrp #rq#hkdd#i#Ernnu#fehqv#C jp dldfrp #

Sent: Tuyl|/Qrytp eh#9/#5345#=#39#P #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:06
Submitted by user: bbense
Submitted values are:

--Contact 1--
First Name: Booker
Last Name: Bense
Street Address: 501 Beloit Ave
Street Address Line 2:
City: Kensington
Postal Code: 94708
State/Province: CA
Phone Number: 510 545 2450
Email: bbense@gmail.com

Comments:
Thank you for the opportunity to make comments.

I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I am glad that you have made an in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. It is good to deal with realities of MTB use and not just inflamed opinion.

I hope that the trail conversion process will not be over encumbered with analysis and expensive alterations. There are hundreds of trails that have been multi-use for many years w/o any alterations.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

- Booker C. Bense

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12303>

P48-1
P48-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P49

Mary Benson
11070 Sheldon Street
Sun Valley, CA 91352
Comment Letter 10/27/2012

Mary Benson @ Lacity.org

This program EIR, when implemented, is to accomplish one goal and one goal only; to further enhance trail use for a single user group : Mountain bikers. Extremely scarce park resources and funding may disenfranchise many users and serve as a disincentive to low income minority families in favor of a small percentage of entitled users whose demographic is college educated white males from 18 to 45 years of age engaging in an extreme sport.

P49-1

Baseline User Safety

This is a request to capture baseline user data, not base decisions on mass electronic e-mails or computer generated campaigns designed to pressure park managers into decisions which may disenfranchise local minority taxpayer populations adjacent to parks.

Is change proposed to increase trail and park visitation and decrease future maintenance costs? Prior to embarking on this program change, there should be major additions to the draft change of use being circulated. There should be a complete section that examines baseline user data for age, sex and ethnicity. This baseline user data should be compared to local populations. Will the influx of out of town visitors justify the increase in costs of maintenance and emergency medical services? Will further entitlement of mountain bikers cause local constituents to withdraw their support of State Parks? The first objective of California State Parks is to provide a safe park experience for ALL park visitors.

P49-2

Hikers account for 80% of trail users . Hikers ages range from young children to grandparents in their eighties. Trail changes proposed by the program EIR will impact these users. The number of patrons visiting any park and using trail facilities should be noted prior to any trail modifications. There should be baseline data. Anecdotally, it has been stated that mountain biking on trails decreases the use by others, concerned for their personal safety. The increased speed at which mountain bikes travel. If this is true, there will be increases in the need for emergency medical services. Baseline data should be available and accident and incident reports should be required for any trail modified using the program EIR, to ensure that hiking, birdwatching, camping and fishing are not adversely affected.


Habitat Preservation

Before a change of use is approved baseline habitat conditions should be documented pictorially PRIOR to adding these proposed modifications. Demographics for California from the 2000 census show that the population is aging and becoming more Hispanic. These are the exact user groups disenfranchised.

P49-3

Those desiring a sylvan, pristine experience may look upon the program trail modifications as an urbanization and intrusion in pristine habitat areas where families are attempting to escape vehicular traffic. State Parks is currently bemoaning the decline in park visitation. Has it ever occurred to management that the entitlement of mountain bikers is contributing to this lack of patronage among user groups that desire a restful and relaxing experience, not one of conflict and use of public lands by those traveling the state in search of thrills?

P50

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name MARY BENSON

Mailing Address 11070 SHELDONST, Sun Valley, CA 91352

Email Address Mary.BENSON@LAcity.ORG

Comments ^{PERMANENT} CREATE A LOG FOR ALL REQUESTS RECEIVED FOR CHANGE OF USE
INCLUDING A SUMMARY OF TOTAL PROJECT REQUESTS AND
THOSE REASONS FOR REJECTION

Meeting Date 10/27

P50-1

Statewide Trails

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P51

Statewide Trails

ljirC p edlfrp #ljirC p edlfrp #lq#ehkdd#i#Wrp #irhvi{uC jp dldfrp #

Sent: Wxhvgd|/Qryhp eh#E:/E345#/-86#EP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:53
Submitted by anonymous user: [99.8.6.107]
Submitted values are:

--Contact 1--
First Name: Tom
Last Name: Berge
Street Address: 900 E Main St
Street Address Line 2:
City: Alhambra
Postal Code: 91801
State/Province: CA
Phone Number: 626-278-2289
Email: foefxr@gmail.com

Comments:

I appreciate the opportunity to make comments and I also appreciate the major steps that CSP has taken to promote multi-use trails. I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thanks again for allowing me the opportunity to provide my comments

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12860

P51-1

P51-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P52

Mountain Bikes on Single Track Trails

Page 1 of 1

Mountain Bikes on Single Track Trails

Vdx#Ehup dq#vehup dq83C p h1frp `#

Sent: Wkxwgd|A0ryhp eh#<#5345#-66#DP #

To: PHTD#QVF#

I was a victim of a mountain bike accident on a narrow single track trail. I was on horseback with my friend on a horse directly behind me. We were out about 2 hours heading from Malibu Creek State Park to Tapia Park on the narrow single winding mountainous trail when I was going up an approximate 20 foot incline to a blind left turn. As my horse came around the blind turn (hedges) there was a bike right in his face spooking him. He spun around running into the other horse knocking them into the mountain side and then going over the steep edge. I was able to eject myself off my falling horse only luckily able to grab some brush to prevent me from going down the several hundred feet. My horse was also able to jump up to his feet as he ran away. I was able to hike out to a roadway in Tapia Park and able to get a ride to Las Virgenes Road where someone was holding my run away horse at the correction center during rush hour traffic. Both me and my horse sustained many cuts and bruises. Need I say more about bikes on narrow single track mountain trails?



P52-1

Saul Berman
 Luxury homes
 E&A Sotheby's Int. Realty
 818-657-4541 310-497-2720
 Fax 818-222-9520

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P53

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Wnyh#ehup 3355C xp q1hgx #

Sent: Tuqj|#Qryhp eh#9/#5345#-85#8P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:52

Submitted by anonymous user: [75.41.57.134]

Submitted values are:

--Contact 1--
First Name: Steve
Last Name: Berman
Street Address: 2424 Spaulding AV
Street Address Line 2:
City: Berkeley
Postal Code: 94703
State/Province: CA
Phone Number: 510-644-2121
Email: berm0022@umn.edu

Comments:

I would love to explore the California State Park System with my friends and family on mountain bikes.

-Steve Berman

P53-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12345>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P54

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#shwu#sehu1jhc foiedulfrp #

Sent: Tu3d|/Qryhp eh#9/#5345#=#75#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:42

Submitted by anonymous user: [98.207.199.18]

Submitted values are:

--Contact 1--
First Name: Peter
Last Name: Berridge
Street Address: 105 Vendola Drive
Street Address Line 2:
City: San Rafael
Postal Code: 94903
State/Province: CA
Phone Number: 415.453.4165
Email: pberridge@clifbar.com

Comments:

- Thank CSP for the opportunity to make comments.
•We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
•We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
•We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
•The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
•The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P54-1

P54-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12322

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P55

Proposed change of trails use

Page 1 of 1

Proposed change of trails use

Vkd|qh#^Ekhwqxwklmfc drdfrp `#

Sent: Wkxwgd|/A0ryhp eh#5<#5345#-76#DP #

To: PHTD#QVF#

To whom it may concern,

I am a frequent user of our State Parks, as both a hiker and an equestrian. I also enjoy riding mountain bikes locally. I am writing to express my concern over allowing bikes on single track trails. I feel this is a serious safety hazard, which would lead to many accidents.

The single track trails in our local parks are often very narrow, with areas where there is no good place to move off trail to allow for passing. This makes for challenge enough when horses meet on the trail and need to find a way to pass. If you add the concern of bikes, which are often moving at great speed, and horses, which often spook at sudden movements such as a fast approaching bike, it is a recipe for disaster. If the horse doesn't get out of the way in time, and they collide, people and horses are going to be hurt. If the horse spooks and spins or bolts off the trail, people and horses will likely still get hurt.

These trails are difficult for emergency crews to access, so medical help will likely be slow to arrive.

I experienced this type of situation a few years ago in Cuyamaca State Park. There are signs at every trail head explaining who should yield to who. Bikes are supposed to yield to horses. We were riding our horses on a fireroad, next to a steep slope. The road was badly rutted from the rain, with only one side being very usable. Three bikes came riding down the hill at a high rate of speed. We hollered and signalled with our hands for them to stop, but they just kept coming. We had nowhere to go, and at the sight of the fast approaching bikes, the lead horse spun and bolted down the steep mountainside. His rider stayed on, but the horse cut himself up pretty badly on the sharp rocks. It could have ended much worse!

When we take our daughter hiking, we go to enjoy the peacefulness, see the wildlife, and enjoy the sights and sounds. I don't want to have to worry about staying diligent about what might come barreling around the corner, in case I need to get her off the trail before she gets hit by a speeding bike. I also don't want to be eating their dust as they go skidding around corners. The wildlife will likely stay well away from the trails, so we won't get to enjoy spotting deer and foxes like we do now.

Our local State Parks have many fire roads, giving mountain bikes lots of terrain to use, and I don't feel it is necessary to open up more trails for bikes.

Please preserve the peaceful trails that we now enjoy!

Thank you for your consideration!

Shayne Berridge
Bonsall, CA



P55-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P56

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci# hh#p wep nh8:C jp dlfrrp #

Sent: Tue, 13 Nov 2012 15:34:57 PST

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:34

Submitted by anonymous user: [208.53.92.98]

Submitted values are:

--Contact 1--
First Name: Mike
Last Name: Bettger
Street Address: po box 561
Street Address Line 2:
City: feather falls
Postal Code: 95940
State/Province: CO
Phone Number: 5305891155
Email: mtbmike57@gmail.com

Comments: Thanks for making this happen. I need these trails.....

P56-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12340>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P57

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ndku|q#newdkrh5C dwlqhw#

Sent: Wkxwgd|/Qryhp eh#5<#5345#: -55#5P #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 20:22

Submitted by anonymous user: [71.83.100.187]

Submitted values are:

--Contact 1--

First Name: Kathryn
Last Name: Biasotti
Street Address: 1918 Brule St.
Street Address Line 2: 1918 Brule St.
City: South Lake Tahoe
Postal Code: 96150
State/Province: CA
Phone Number: 530 573-0528
Email: kbtahoe2@att.net

Comments: As a resident of Lake Tahoe and avid mountain biker for 26 years I appreciate the efforts taken to promote multi trail use. Hardly have I ever witnessed conflict between hikers, horses and mountain bikers and feel limitation would be harmful to a major recreational draw with which Lake Tahoe needs to assist in economic recovery. thank you for letting me comment. K. Biasotti

P57-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13136>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P58

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#rvkxd#rvkxdelw)C |dkrrlfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#-4:#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 14:17

Submitted by anonymous user: [68.4.23.61]

Submitted values are:

--Contact 1--
First Name: Joshua
Last Name: Bietz
Street Address:
Street Address Line 2:
City: San Clemente
Postal Code: 92672
State/Province: CA
Phone Number: 949-4293398
Email: joshuabietz@yahoo.com

Comments:

Thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P58-1
P58-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13065

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#kdz q#vnsdwrohu4C jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#64#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:31

Submitted by anonymous user: [108.247.117.116]

Submitted values are:

--Contact 1--
First Name: Shawn
Last Name: Biglari
Street Address: P.O. Box 6972
Street Address Line 2:
City: Laguna Niguel
Postal Code: 92607
State/Province: CA
Phone Number: 9493575281
Email: skipatroller1@gmail.com

Comments: I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

P59-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12978>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P60

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#ludqndj#ieofnirugmC dwlqhw#

Sent: Tuqj|#Qryhp eh#9/#5345#6=48#6P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:15

Submitted by anonymous user: [75.61.95.39]

Submitted values are:

--Contact 1--
First Name: Franklin
Last Name: Blackford
Street Address: 84 George Lane
Street Address Line 2:
City: Sausalito
Postal Code: 954965
State/Province: CA
Phone Number: 415-339-0131
Email: fblackfordjr@att.net

Comments:

I am in support of opening up more trails in CA State Parks to mountain bikers. I'm 73 and my 10 year old grandson agrees.

P60-1

Thanks.

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12354>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P61

Statewide Trails and Recent EIP Draft

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Statewide Trails and Recent EIP Draft

Chas Blackford [chasblackford@yahoo.com]

Sent: Wednesday, October 17, 2012 1:48 PM

To: CEQA NSC

To home it may concern.

I read with great interest Vol.1 of the CSP EIR on trail use changes. An amazingly thorough document. As both a hiker and an off-road cyclists I am supportive of efforts to make our State Park more trails accessible, more enjoyable and safer for all users without degrading them or the environment. I commend the park service for recognizing the need and presenting it's findings in an impartial and constructive manner. Please, let the upgrades begin!

P61-1

Sincerely,

Wm. Chas Blackford
917 Centro Way
Mill Valley, CA 94941
415.297.5288

"Democracy does not require perfect equality but it does require that citizens share in a common life." - Michael Sandel

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

P62

Statewide Trails

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#i#Nhgqhw#fealhgc sdfehoghw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-5:#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:27

Submitted by anonymous user: [69.107.110.173]

Submitted values are:

--Contact 1--
First Name: Kenneth
Last Name: Blaedel
Street Address: 7335 Hansen Dr
Street Address Line 2:
City: Dublin
Postal Code: 94568
State/Province: CA
Phone Number: 925.828.2192
Email: blaedel@pacbell.net

Comments:

I support the "Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR)" that facilitates the addition of mountain bikes to existing state park trails. I have a specific interest because I am a mountain biker who currently uses local parks and would directly benefit if state parks also became more available. I more generally support the multi-use emphasis, which I believe will ensure state parks' general relevance (and therefore their survival) for years to come. I use mountain bike trails as a component part of staying healthy. I have lost 18 pounds since retiring last year. As someone who has to actively control his body weight, I am a typical example of what is currently a nationwide problem and one that is projected to only get worse. Most of the proven programs to control body weight use exercise as an important part of the program. The facility to exercise is exactly what bike trails provide. I started out as runner, but my knees have since given out. I then turned to a road bike, but as the traffic became worse, my close encounters with automobiles became too frequent. I have now transitioned to mountain biking. While the PEIR serves me particularly well and I selfishly support it for this reason, I think its real value is that it is a forward-looking action that will well serve the general community in the decades ahead.



P62-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12903

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P63

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#jxv#jxvjd|dkrrlfrp #

Sent: Wkxugd|/Qryhp eh#<#5345#-63#DP #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 07:30

Submitted by anonymous user: [76.231.204.110]

Submitted values are:

--Contact 1--
First Name: Gus
Last Name: Blanco
Street Address: 38711 Erika Ln
Street Address Line 2: 38711 Erika Ln
City: Palmdale
Postal Code: 93551
State/Province: CA
Phone Number: 661 2733898
Email: gusgail@yahoo.com

Comments: I would like to thank the California State Park for allowing us to raise our comments. The promotion of multi use trails by the CSP is very much needed by MTB community to further enrich riding by adding more rideable trails. More riders means a healthier community and more people in the parks and busy with a sport and fitness and recreation.

P63-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13106>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P64

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#p dwhz #p iervhuC jp dlfpr #

Sent: Vdwxgd|/Qryhp eh#: #5345#-7: #SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 17:47

Submitted by anonymous user: [64.134.233.192]

Submitted values are:

--Contact 1--
First Name: Matthew
Last Name: Boser
Street Address: 3112 Deakin St #2
Street Address Line 2:
City: Berkeley
Postal Code: 94705
State/Province: CA
Phone Number: 6263217294
Email: mfboser@gmail.com

Comments:

I am an avid California State Parks user. I have variously hiked, bird-watched, trail-run, picnicked, and bicycled in these wonderful assests of the state of California. As you consider changes to usage for CA trails, please consider the need to maintain and expand access to bicycles in state parks. No other usage type is so disproportionately un-advocated for, or so often in jeopardy of reduced access. The merits of cycling are too many to name in this brief comment, but I trust that you are aware of them. The weight of evidence is that usage conflicts are few and the costs of cycling to the people and parks of California are grossly overstated. Thank you for this opportunity to comment.

Matt Boser
Berkeley, CA

P64-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12452>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P65

Santa Monica Mountains & Malibu State Park

Page 1 of 1

Santa Monica Mountains & Malibu State Park

Joanne_Boswell@nps.gov [Joanne_Boswell@nps.gov]

Sent: Tuesday, October 16, 2012 12:56 PM

To: CEQA NSC

Dear Sirs:

After reading about the intent to let the Mountain Bikes use the equestrian trails I felt I must write with my objection.

I lived in Ventura County most of my life, and I rode and maintained the local trails (Malibu Canyon). I am a long time member of Equestrian Trails, Inc of California, and have used the county, State and National Park trails throughout Southern and Central California and Coastal California.

I would like you to imagine yourself astride a horse (1000 pounds of flight animal) enjoying the beauty of California's varied landscapes. Now, envision an alien barreling toward you at 50 miles per hours downhill. This alien makes no noise, is dressed from head to toe in plastic (you cannot see his face) and is unable to stop before he tears into your now thoroughly frightened horse. I've been there, have you?

PLEASE!!!! reconsider the incongruous multi-use trails! It will not work, is not feasible and is more dangerous than you can imagine.

Joanne Boswell
Three Rivers, CA 93271
Phone 559/565-3182



P65-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

P66

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#jdu|^jdu|C glwdj p dj lfrp #

Sent: Tuqj|/Qryhp eh#3/#5345#-89#8P #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 14:56

Submitted by anonymous user: [50.131.220.233]

Submitted values are:

--Contact 1--
First Name: Gary
Last Name: Boulanger
Street Address: 869 Yardis Court
Street Address Line 2:
City: Mountain View
Postal Code: 94040
State/Province: CA
Phone Number: 650-521-1624
Email: gary@dirtragemag.com

Comments:

Thank you for the opportunity to make comments! I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I also welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails, and I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

There are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

I am a California resident who pays taxes and would like to continue to enjoy the trails my hard-earned money has developed.

Thanks!

Gary J. Boulanger

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13154

P66-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Miih|#mih5336C krwp dlfrp #

Sent: Wxhvgd|#Qryhp eh#53/#5345#=#89#DP#

To: FHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 10:56

Submitted by anonymous user: [216.139.27.21]

Submitted values are:

--Contact 1--
First Name: Jeffrey
Last Name: Bowers
Street Address: 744 El Sereno Dr.
Street Address Line 2:
City: San Jose
Postal Code: 95123
State/Province: CA
Phone Number: 408-568-4162
Email: jefe2003@hotmail.com

Comments: Thank you for working to ease the opening of trails to mountain bikes. Mountain biking is my life, my escape, and my connection to the wilderness.

P67-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12588>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ndu#nerz huwC khvrxufhjuxs1qhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-5;#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:28

Submitted by anonymous user: [98.119.130.34]

Submitted values are:

--Contact 1--
First Name: Karl
Last Name: Bowers
Street Address: 5676 California Oak St.
Street Address Line 2:
City: Simi Valley
Postal Code: 93063
State/Province: CA
Phone Number: 805-373-9063
Email: kbowers@thesourcegroup.net

Comments: I am grateful for this opportunity to provide comments on this important matter. As a long time trail runner and mountain biker, and a geologist/outdoor enthusiast, I am pleased to learn that the PEIR provides for a new process that will hopefully allow multi-use trails to be considered more often for use in mountain biking. Seeing it from both sides, as a runner and biker, I believe that there are very few conflicts and that are very effective tools to manage these multi-use trails. The in-depth stufy indicates that conflicts and accidents are rare and I have witnessed this first hand. Often, significant trail alteration and long and costly environmental analysis is not needed to support their multi-use. In fact, many trails that are open to bikes, have not been altered but they are still serving their purpose adequately and safely with protection of the environment. I pray that this new PEIR will allow more bikers to enjoy the wonder of the trail systems in the state parks. Thank you for allowing me this opportunity to share my opinion that more trails should be open for the use of multi-users, including bikers.

P68-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12876

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P69

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#r#hqd#er|hu{7C jp dlfpr #

Sent: Prqgd|/Ghfrp eh#6/#345#4-4:#P #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 00:17
Submitted by anonymous user: [204.195.102.116]
Submitted values are:

--Contact 1--
First Name: Diana
Last Name: Boyer
Street Address: 270 Skyridge Drive
Street Address Line 2:
City: Auburn
Postal Code: 95603
State/Province: CA
Phone Number: 530-888-9804
Email: boyerx4@gmail.com

Comments: Thank you for considering the issue of multi-use trails in California State Parks and specifically, expanding use to recreational bike riders like myself and my family (husband, two small children, all avid riders!). We love California's parks, and are fortunate in California to have amongst the most beautifully diverse natural surroundings in the nation! We and our fellow mountain bike riders are truly nature lovers - we are stewards of the trails and nature. We sincerely appreciate the major steps that the CA State Parks (CSP) Dept. has taken to promote multi-use trails and we urge CSP to use the Program Environmental Impact Report to provide much needed trail opportunities for cyclists. There are many trails that are prime candidates to be converted to multi-use trails throughout California. Cyclists are accustomed to sharing the trails with our fellow hikers/runners, horse riders, and many others of all skills and all ages. I believe this is a positive step towards increasing usage of the State Parks with minimal "human" impact on the natural surroundings. I also believe that trail conversion will bring additional revenue to the CA State Park System while getting more people to enjoy the great outdoors. Thank you for your consideration.

P69-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13306>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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lqirC p edlfrp #lqirC p edlfrp 'rq#hkdo#r#Kdqqhvf#keudehujC jp dlfrp '#

Sent: vdwugd/#Qryhp eh#:#5345#4=74#P#

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 00:41

Submitted by anonymous user: [76.245.47.76]

Submitted values are:

--Contact 1--
First Name: Hannes
Last Name: Braberg
Street Address: 501 Beale St Unit 1B
Street Address Line 2:
City: San Francisco
Postal Code: 94105
State/Province: CA
Phone Number: 6175125333
Email: hbraberg@gmail.com

Comments:
Dear CSP,

First of all, I would like to thank you for this opportunity to comment.

I truly appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thank you once again!

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12472

P70-1

P70-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P71

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lqrc p edlfrp #^lqrc p edlfrp #rq#hkdc#ci#sdwlfm#^rqnqljkwC jp dlfprp '#

Sent: Tuqj|/Qryhp eh#9/#5345#9-59#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 18:26

Submitted by anonymous user: [75.66.86.99]

Submitted values are:

--Contact 1--
First Name: Patrick
Last Name: Brady
Street Address: 1916 Warfield Ave. #2
Street Address Line 2:
City: Redondo Beach
Postal Code: 90278
State/Province: CA
Phone Number: 310 502-8076
Email: longknights@gmail.com

Comments:

Thank you to the California State Parks for taking comments from cyclists about their use of the parks' trails. It's nice to know we can have a voice along other user groups.

I'm writing to encourage the park system to open as many trails to cyclists as possible. It is my firm belief that by opening more trails to cyclists, more cyclists will visit the parks. Given the number of trails that have been successfully used by cyclists with little or no accommodation, it seems that extended trail conversion analysis should be unnecessary in most instances.

It's my hope that you have come to accept cyclists as a responsible and allied user group and that we may enjoy expanded use of the land in California State Parks in the future.

Thank you,
Patrick Brady

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12379

P71-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P72

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#ehkd#c#Fdiirg# #niih|eudp dhwC vefjaredqhw#

Sent: Vxqgd/ #Qryhp eh# ; #5345#3=7#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 11:46

Submitted by anonymous user: [67.180.20.160]

Submitted values are:

--Contact 1--
First Name: Clifford J
Last Name: Bramlett
Street Address: 1044 High Street
Street Address Line 2:
City: Palo Alto
Postal Code: 94301
State/Province: CA
Phone Number: 650 566 1140
Email: jeffreybramlett@sbcglobal.net

Comments:

Dear Sir or Madam. Thank you for this opportunity to comment on the California State Park's (CSP) planning. I appreciate and support the steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide more trail opportunities for bicyclists. I find there are effective tools and methods to successfully manage multi-use trails and was pleased to see the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. I encourage you to find a more efficient way to apply the trail conversion analysis to trail that may need it and exclude the hundreds of trails that have never been specifically altered for multi-use, yet have functioned adequately for years. We can have both and demonstrate a more efficient use of your funds. Please avoid over-engineering of trails to account for every potential form of user behavior.

P72-1

In addition, please do not apply State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." As shown in the record, that section of the code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such by bicyclists.

P72-2

Please also consider that bicycling allows more and better access for some people. I, for example, can not enjoy many trails as long or much as I would like due to knee and joint pain and inflammation resulting from hiking or jogging on them. Bicycling allows me to enjoy the trails and go farther than I can otherwise, increasing my experience and use of our precious parks system. Not having multi-use trails prohibits my enjoyment and use. I am certain that there are others, even if some do not realize it, that depend on bicycling to enjoy our State Parks.

P72-3

Thank you for your time, consideration, and service. Please do not hesitate

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

to contact me if you have any questions I can assist with.

Sincerely,

C. Jeffrey Bramlett

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12491>

P72-3
cont'd

P73

Statewide Trails

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lqirC p edlfrp #lqirC p edlfrp `#rq#ehkdc#ci#wur|#^wur|C hz rugop hglb1frp `#

Sent: Tuqj|/Qryhp eh#9/#5345#6=48#6P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:15

Submitted by anonymous user: [72.219.152.130]

Submitted values are:

--Contact 1--
First Name: Troy
Last Name: Braswell
Street Address: 30551 Palos Verdes Dr E.
Street Address Line 2:
City: Rancho Palos Verdes
Postal Code: 90275
State/Province: CA
Phone Number: 3105190758
Email: troy@eworld-media.com

Comments: I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I also appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P73-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12355>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P74

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lirC p edlfrp #lirC p edlfrp #rq#ehkdc#ci#kxw#qrp d|ehvC urdguxqqhulfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#4:#BP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:17

Submitted by anonymous user: [76.174.237.76]

Submitted values are:

--Contact 1--
First Name: Justin
Last Name: Breazeale
Street Address: 31541 Whitedove Ln
Street Address Line 2:
City: Murrieta
Postal Code: 92563
State/Province: CA
Phone Number: 909-208-8807
Email: nomaybes@roadrunner.com

Comments:

Thank you for the opportunity to comment on the possible addition of mountain bike access to the California State Park trail system. As an avid mountain biker I enjoy and respect the trails I have access to today. I purchase an annual "Adventure Pass" and use the parks and forest recreation as frequently as possible. The prospect of expanding the available trails for mountain bike use is exciting and very welcome. I look forward to the continued support and advocacy from the California State Parks on behalf of all trail users.

Sincerely,
Justin Breazeale

P74-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12952>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#du|@#gdu|@ jrwrfdp srruj #

Sent: Wxhvgd|#hfhq eh#7#5345#-89#EP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 15:56

Submitted by anonymous user: [69.198.165.98]

Submitted values are:

--Contact 1--
First Name: Daryl
Last Name: Breuninger
Street Address: 1605 Eureka Canyon Road
Street Address Line 2:
City: Watsonville
Postal Code: 95076
State/Province: CA
Phone Number: 831-768-8189
Email: daryl@gotocamp.org

Comments:

As someone who enjoys hiking and mountain biking in CSP, I'm very pleased that CSP has taken major steps to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

P75-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13341>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P76

Trails

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Trails

Fritz Bronner [fritzcav@gmail.com]

Sent: Tuesday, October 16, 2012 10:18 AM

To: CEQA NSC

Please do not consider the expansion or use of Mountain bikes on public lands.

Most existing trails follow the natural wildlife paths or are fire roads for fire safety and response. Mountain biking is an extreme speed and airborne sport that scares off the wildlife, injures hikers and equestrians.

Many of these bikers even go off trail, further eroding the mountain sides causing centuries of damage to hillsides.

F Bronner

Sent from my iPad

P76-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Tuhj#ejuhjru|bC krwp d|frp #

Sent: Wxhvgd|#Qryhp eh#53/#5345#4=46#P#

To: PHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 12:13

Submitted by anonymous user: [99.119.197.254]

Submitted values are:

--Contact 1--
First Name: Greg
Last Name: Brown
Street Address: 470 Tigerwood Way
Street Address Line 2:
City: San Jose
Postal Code: 95111
State/Province: CA
Phone Number: 408 365 9473
Email: bgregory_@hotmail.com

Comments: Thank you California State Parks (CSP). I appreciate the opportunity to comment on the trails that I so often enjoy. I am excited that you are considering allowing more trails for multi-use. As a hiker I have plenty of options of where to go and see, but as a mountain biker I am much more limited and encourage the CSP to use the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process to provide mountain bikers with more options and trails to ride. Our parks are beautiful and the trails can be constructed in such a way to showcase that beauty if by foot or bike. Please do not over-engineer the trails into roads as this can detract from the beauty that the trail is trying to showcase and is not in line with State Code (P.4.14-3), but when the trail is built in such a way that it enhances a user experience it is totally in-line with what this code was intended to stop, primarily to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. I hope that you will open more trails to mountain bikes while retaining the natural beauty of the parks.

P77-1
P77-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12591

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P78

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hiih|#niweurz qC vefjoredqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#5-8<#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 15:59

Submitted by anonymous user: [192.25.142.225]

Submitted values are:

--Contact 1--
First Name: Jeffrey
Last Name: Brown
Street Address: 1832 Orchard St
Street Address Line 2:
City: Santa Rosa
Postal Code: 95404
State/Province: CA
Phone Number:
Email: jefftbrown@sbcglobal.net

Comments:

Hello,
Thank you for the opportunity to have a say in how the trails are used. Being a park user for over 30 years I have seen some conflict among users, but it was rare and usually not a big deal. I don't view trails as being an attraction like ball fields etc. but as a necessary tool for use of the parks. They can be built with minimal impact if designed correctly. Too often they are converted from "legacy" roads that existed before it was park land. Those were often not properly built. With some parks seeing more use having some new multi use trails would reduce the "conflict" that some feel exists. I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. As a person suffering from osteoarthritis, cycling is the best method for me to enjoy the parks.

P78-1

Thank you,
Jeff Brown

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12798

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P79

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#kwb#z donhuezr q:3:C jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#53/#5345#-43#EP #

To: PHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 20:10

Submitted by anonymous user: [75.111.61.6]

Submitted values are:

--Contact 1--
First Name: Justin
Last Name: Brown
Street Address: 1906 B ave.
Street Address Line 2:
City: Mckinleyville
Postal Code: 95519
State/Province: CA
Phone Number: 707-845-5897
Email: walkerbrown707@gmail.com

Comments: Please consider opening trails in Humboldt. We need the tourism dollars!

P79-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12607>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P80

Lynn Brown
(323) 646-4018 Phone
akalymbrown@aol.com

November 6, 2012

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814

Re: California State Parks Road and Trail Change-in-Use Evaluation Process

The recent American SuperSports Study listed mountain biking as an “extreme” sport. It should never be classified as a “passive” activity in the same class as hiking and horse riding.

P80-1

There seems to be bias inherent in the Change of Use method. Mountain bike petitions to be put onto trails are quickly responded to and implemented by State Parks, while petitions to remove mountain bikes from trails where they represent an inappropriate danger to the public are not responded to promptly, if at all. Two local trail organizations sent a letter to request removing bikes from a dangerous trail, and did not even receive the courtesy of an acknowledgment of their request.

P80-2

State Parks is supposedly strapped for money. It is incomprehensible that in order to accommodate an elite minority of trail users, State Parks proposes to create or modify trails for an extreme, adrenalin driven group of thrill seekers. Hikers are the largest group of trail users, followed by equestrians, with bikes at the low end. Ninety percent of the users would be forced off the trail for the ten percent who crave an ever faster, more challenging experience. These two majority user groups have been able to use the trails together without the additional expense of velodrome walls, bridges, rock armoring, pinch points, all built to satisfy this bike user group need for speed and excitement.

P80-3

As soon as a fast moving mountain bike vehicle is added to an otherwise peaceful trail, the hikers and equestrians are disenfranchised. Many other trail users, hikers, equestrians, mommy stroller groups, runners, dog walkers, nature explorers, Audubon society groups, abandon the trails due to safety and quality of life issues, not to mention the environmental damage done. Multi-use is largely a lie, as it ultimately becomes the exclusive use of the mountain bike lobby.

China Camp is a good example, among many other similarly affected parks, both Statewide and locally. It has been completely taken over by mountain bikers. You will not find equestrians, hikers and other users there. It is too dangerous and unpleasant. Of course, there are no complaints as it has become a private trail just for bikers. When it is solely horses and hikers, there's little conflict, because they are moving at walk speed. Add a fast moving wheeled vehicle to the mix and it is largely incompatible.

STOS E T VOM

In spending money to cater to an elite minority of extreme trail users, S.P. is discriminating against the majority of tax paying trail users who have been sharing trails peaceably for years. Therefore, depriving these traditional users of their right to equal protection under state law, is a violation of the Fourteenth Amendment of the U.S. Constitution.

P80-3
cont'd

In discussing user conflicts, the argument that official reports or scientific data are required to establish the existence of user conflict must be set aside. The environmental preparer should not ignore the written decision of Ninth Circuit Court of Appeals which held, in its finding in favor of the Defendant Babbitt, that:

Individual comment is a very persuasive indicator of "user conflict," for determining the existence of conflicts between humans cannot be numerically calculated or counted; rather, the existence of conflict must be evaluated. *The court can envision no better way to determine the existence of actual past or likely future conflict between two user groups than to hear from members of those groups.* (Bicycle Trails Council of Marin v. Babbitt, 82F. 3d 1445, Court of Appeals, 9th Circuit, 1996)

P80-4

Many times in meetings with State Parks, I've heard complaints that attendance is down in the parks. Did it ever occur to S.P. that the silent majority of trail users don't want to be on a trail where they have to be constantly on alert lest they be run over by bikers? Most traditional users don't bother to complain, they just abandon the trail and find another place where multi-use is not ubiquitous.

Bikers belong on their own trails in their own areas. As it has been pointed out, equestrians, dirt bikers and others have their own version of extreme sports. The equestrian groups have extreme sports, rodeo, roping, cross county jumping, steeple chase etc. They band together, gather the money, rent a field or arena, pay the liability insurance, and enjoy their sport, with spectators in bleachers, or behind protective walls. Mountain bikers want to practice their extreme sport on public land, at public expense while putting the public at risk.

P80-5

Land managers should be required to log every request on Change in Use and keep the documents showing as evidence that there is no bias in the Change of Use process.

P80-6

Also, notification to the public should be given at the absolute beginning of a Change in Use process. It makes no sense to be five steps into a process before allowing the stakeholders most affected by a change in trail use to be notified and allowed input. It is unfair, illogical and a waste of CSP money.

P80-7

Sincerely,



LYNN BROWN

P81

Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #rq#ehkdc#ci#vshu|#^vshu|eurz qC urdguxqghuifrp #

Sent: Vdwxgd|/Qryhp eh#: #5345#-67#DP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 09:34

Submitted by anonymous user: [198.176.189.201]

Submitted values are:

--Contact 1--
First Name: Sperry
Last Name: Brown
Street Address: 4284 Via Entrada
Street Address Line 2:
City: Newbury Park
Postal Code: 91320
State/Province: CA
Phone Number: 805-796-4855
Email: sperrybrown@roadrunner.com

Comments: I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P81-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12420>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P82

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hq#nhqsexfhc dwlqhw#

Sent: Tuqj|#Qryhp eh#9/#5345#=#7<#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:49

Submitted by anonymous user: [75.53.80.8]

Submitted values are:

--Contact 1--
First Name: ken
Last Name: bruce
Street Address: 120 kennar way
Street Address Line 2:
City: folsom
Postal Code: 95630
State/Province: CA
Phone Number: 916-870-0794
Email: kenpbruce@att.net

Comments:

Would like to know how to help.
I volunteer with the boy scouts and middle and high school cycling clubs.
We have used and help maintain trails all over.
Would like to see and help. Build more quality and safe trails.

P82-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12343>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P83

October 29, 2012

Environmental Coordinator
California State Parks
Northern Service Center
One Capital Mall, Suite 410
Sacramento, California 95814

Subject: Program EIR Change-In-Use Process

Dear Environmental Coordinator:

On October 27th, I attended a public hearing on the subject PEIR at the Adult Recreation Center in Glendale, CA. Please accept the following as my written comments on this matter.

The consulting firm and CSP staff presenters were very courteous and freely giving of their time to answer questions and in attempting to address attendees' many concerns.

PEIR Comments

The PEIR process flow chart presented is seriously flawed regarding logic, fairness, completeness, and accuracy:

- Public input at five steps into the process is an obvious and hopefully not intentional error. To let so much time and work go by sans public (i.e., stakeholders') scrutiny defies logic and fairness, as well as the clear potential for wasting CSP resources. As soon as any user or administrative entity requests a change-in-use, the first step must be a public notice thereof, followed by an airing and evaluation of all stakeholders' inputs.
- The fourth step in the presented flow chart should not logically be shown progressing directly to step five. The presenting staff admitted that this is inaccurate.
- Missing between flow chart steps 6 and 7 is the inclusion of the potential for a Negative Declaration, and the presentation of such a document's effect on the process.
- The major thrust of the charted PEIR process is environmental. Consideration of trail use is conspicuously and alarmingly absent. This, while incongruously the PEIR title includes "change-of-use". While undeniably important, environmental considerations are only an equal part, along with use, of responsible trail stewardship.

P83-1

Notice of Availability: Listing of “Potential subsequent projects actions”. It should be obvious that the effort to legitimize this PEIR is largely driven by undue influence from the mountain biking industry lobby. It is dismissive of intelligent reasoning to think that trail hikers and equestrians would request increases in trail sight distance or speed control devices. Only the much faster speeds of mountain bike riders would need the former and actually lament the latter, even while lobbyists may disingenuously propose it. Part of the PEIR presentation included a “bird’s eye” video, ostensibly of a trail showing boulders used as speed control. This puerile effort is ludicrous, and even insulting. How often would such speed control devices be placed? Every 50 feet? 100 feet? 100 yards? At ¼ mile intervals? Would they be used on narrow graded roads which also serve as access by fire-fighting vehicles? On “single track” trails, mountain bicyclists will simply move them aside or cut a trail around them when no one is watching. It is revealing of the unacknowledged mountain biking ethos of dominance of both nature and use that the video shows the hikers yielding to the bicyclist, the exact opposite of trail rules of courtesy and right-of-way.

P83-2

Other examples of trail change given are really matters of maintenance, and even these are easily identified as mostly advantageous to mountain biking.

P83-3

It is clear that this PEIR is seriously flawed and weighted toward accommodating a particular genre of user. The overall effect is that a regrettable amount of CPA’s resources and taxpayers’ funds have been wasted in this approach to trail stewardship.

P83-4

Sincerely,

Ronald F. Brusha
Glendale, CA

P84

Statewide Trails

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdd# #Mh#eu|dqrwrvhsklgC jp d bfrp #

Sent: Tu|d|/Qryhp eh#9/#5345#=-3;#EP #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:08
Submitted by anonymous user: [67.174.56.239]
Submitted values are:

--Contact 1--
First Name: Joe
Last Name: Bryant
Street Address: 127 Elm St.
Street Address Line 2:
City: Roseville
Postal Code: 95678
State/Province: CA
Phone Number: 9168335840
Email: bryant.joseph.d@gmail.com

Comments:

Thank you, California State Parks, for allowing the public to comment on the new PEIR. I also want to thank the department for all of the work they have done to promote multi-use trails. As a mountain biker, this specifically appeals to me. I highly value the experience of solitude as well as challenge that I can achieve while biking in State Parks, and am encouraged that in the future I might be able to venture even further, connecting multiple trails together, while still preserving the wild nature of the land and minimizing user conflict. I was glad to hear that your findings show that on the trails which have already been deemed multi-use, conflicts and incidents have been shown to be few. I welcome the tools you propose to put in place to manage the designation of our multi-use trails.

P84-1

While overall the new PEIR is encouraging, I would like to comment on a few points:

First, the trail conversion analysis may prove very expensive and time consuming, yet not actually be necessary for many trails. Many trails have been built adequately to support multi-use traffic, but never been designated, and have continued to hold up for years. A cautious restraint should be used when converting trails so as not to overly "sanitize" the wild or natural condition of them in order to make them easily passable by every trail user of all skill levels. Challenge and difficulty are one of the most attractive elements of the more remote or back country trails in the parks. Second, I believe the intention of State Code (P.4.14-3) is being misread in its use in the report. This code was intended to limit the building of imposing infrastructure like restaurants, ballparks and playgrounds in natural spaces whose attraction was their lack of development. But beautifully preserved spaces need to be experienced, or else they just become post cards viewed from a parking lot. Trails allow these spaces to be appreciated and valued by those who are able to get into them and experience them up close. When designed to be sustainable and low impact in a way that blends in with that natural environment, trails become elevated to more than just transportation system, and should be viewed as such.

P84-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12306>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#hkdd#ci#Ulkduq#glfnC rshqz bgrz lfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#6-68#8P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:35

Submitted by anonymous user: [68.63.183.221]

Submitted values are:

--Contact 1--
First Name: Richard
Last Name: Bryant
Street Address: 6862 N Solaz Segundo
Street Address Line 2:
City: Tucson
Postal Code: 85718
State/Province: AZ
Phone Number: 520-907-3782
Email: dick@openwindow.com

Comments:

My wife and I frequently take road trips, bringing along our mountain bikes to take advantage of the riding where we are travelling. We would love to have more mtb opportunities in CA state parks when we're travelling in California.

P85-1

Dick Bryant and Kathy Feeney

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12817>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ri# dœu|#p dœu|lexugdC vshfbd}hgifrp #

Sent: Z hqghvgd|/Qryhp eh#; #5345#; -45#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:12

Submitted by anonymous user: [216.139.27.21]

Submitted values are:

--Contact 1--
First Name: mallory
Last Name: burda
Street Address: 15130 concord circle
Street Address Line 2:
City: morgan hill
Postal Code: 95037
State/Province: CA
Phone Number: 4087796229
Email: mallory.burda@specialized.com

Comments: The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P86-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13019>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #^lqrc p edlfrp %rq#hkdc#ci#Mp #^M}}fd4C krwp dldfrp %#

Sent: Vxqgd|/Qryhp eh#58/#5345#5-43#SP #

To: FHTD#QVF#

Submitted on Sunday, November 25, 2012 - 13:10

Submitted by anonymous user: [75.82.180.11]

Submitted values are:

--Contact 1--
First Name: Jim
Last Name: Busby
Street Address: 1636 Branch Ave.
Street Address Line 2:
City: Simi Valley
Postal Code: 93065
State/Province: CA
Phone Number: 805-428-6821
Email: Jazzcal@hotmail.com

Comments: Thank you for giving us this opportunity to express our interest, as mountain bikers, to open state parks to riders. First and foremost, we are environmentalists, and we strive to keep nature's beauty intact, and do not wish to impose any form of harm to these natural areas. We work with CORBA to keep these trails open and enjoyable to hikers, bikers, and equestrian riders alike. Our hope is by having more people enjoy these state parks, we will help reward the park system with continued state funding and support, which is a goal we all can share. I have been mountain biking for over 25 years, and have mostly had real excellent encounters with both hikers, and equestrian riders. Myself, and my fellow riders always strive to keep these encounters as pleasant as possible, will even police other riders who would compromise the enjoyment all families can share when visiting the outdoors. Please feel free to contact me if you need me to express my thoughts further on allowing mountain biking in state parks.

P87-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12692

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci# lkdh#p lkdh#exwduC ungz rrgvlnx #

Sent: Tuqj|/Qryhp eh#9/#5345#5-37#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:04

Submitted by anonymous user: [207.62.203.113]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Butler
Street Address: 1328 Junker Rd
Street Address Line 2:
City: McKinleyville
Postal Code: 95519
State/Province: CA
Phone Number: 7074764234
Email: michael-butler@redwoods.edu

Comments: As a long time mountain biker and an avid hiker, I have visited many of California's state parks. I know that mountain bikers not only can coexist with hikers and other users of these wonderful parks but can also be a huge asset. The one thing that mountain bikers like to do besides ride sweet single track is to help build it. The state park system will find an enthusiastic group of volunteer workers that will help maintain and improve the trail systems!

P88-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12273>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdd#ci#Urvhp dln#P rsk |C vxgghqddn1qhw#

Sent: Tuqj|/Qryhp eh#9/#5345#-88#8P #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 19:55

Submitted by anonymous user: [66.121.52.2]

Submitted values are:

--Contact 1--
First Name: Rosemarie
Last Name: Butler
Street Address: 46736 Westfir Rd.
Street Address Line 2:
City: Westfir
Postal Code: 97492
State/Province: OR
Phone Number:
Email: Mophy@suddenlink.net

Comments:

Please expand biking trails for multi- level bicycle users. A family that rides together lives a happy life together.
Thank you.


P89-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12392>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P90


COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name FRANK LACERES

Mailing Address 529 BOB HOPE DR


Email Address THE PROVOICE @ SBC GLOBAL.VET

Comments ALLOWING BIKERS AT THE HORSE TRAIL IS UNSAFE FOR THE HORSE, RIDER OF HORSE AS WELL THE CYCLE RIDER I AM A BIKER BUT ALSO A HORSE RIDER AND I'M VERY MUCH AWARE OF HOW HORSES GETS AFRAID OF ANYTHING THAT COMES TOWARD THEM, LIKE CARS OR BIKES. PLEASE KEEP BIKES ON DESIGNATED STREET ZONE AND HORSES ON THE TRAILS PLEASE VOTE NO TO THE CHANGE IN USE TODAY IS BICYCLES AND TOMORROW MOTORCYCLES.

Meeting Date 10/27/12 

P90-1

P91

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Laverne A. S. Caceres

Mailing Address 529 Bob Hope Drive

Email Address theprvoice@sbcglobal.net

Comments It is unsafe to allow bikers onto the
horse trails. It puts bikers, horse riders &
the horses at risk for injury & accidents.
The bikers have trails on the main roads, on the
bike lanes.
Please - Vote "No" to the change in use.

Meeting Date 10/27/12

P91-1

P92

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lqirC p edlfrp #lqirC p edlfrp #kq#hkdd#c#Fru|#f#ru|C vn|k|j|kz d|lfrp `#

Sent: Z hggqvgd|/Qryhp eh#54/#5345#:#67#P#

To: FHTD#QVF#

Submitted on Wednesday, November 21, 2012 - 08:34
Submitted by anonymous user: [50.0.66.237]
Submitted values are:

--Contact 1--
First Name: Cory
Last Name: Caletti
Street Address: 218 Brookside Ave
Street Address Line 2:
City: Santa Cruz
Postal Code: 95060
State/Province: CA
Phone Number:
Email: cory@skyhighway.com

Comments: Thank you for addressing mountain biking in your consideration of multi-use trails. For environmental protection of our delicate eco system, we must promote active transportation and recreation. Trails can be used by a multitude of user groups and the mountain biking community has many resources to contribute (financially, politically and in labor power) towards ensuring successful conversion of trails to robust multi-use facilities. Thank you, Cory Caletti

P92-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12611>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P93

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#xw#^fdp slsbrw drdfrp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#4-58#5P#

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 00:25

Submitted by anonymous user: [207.225.69.130]

Submitted values are:

--Contact 1--
First Name: Curtis
Last Name: Campi
Street Address: 236allen Way
Street Address Line 2: 236allen Way
City: Incline Village
Postal Code: 89451
State/Province: NV
Phone Number: (775) 722-6342
Email: campipilot@aol.com

Comments: It is time for more mountain bike trails. It is horrible how much public land has been closed to bikes on the past. Our tax dollars pay for these lands. Let us use them responsibly!

P93-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12993>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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California State Parks Road and Trail Change-in-Use Evaluation Process

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California State Parks Road and Trail Change-in-Use Evaluation Process

OdXuh#F dushqwu#^@xuhf48C krwp dbfrp #

Sent: Wkxwgd|/A0ryhp eh#5</#5345#;-65#DP #

To: PHTD#QVF#

Environmental Coordinator

California Department of Parks & Recreation

Northern Service Center

One Capitol Mall - Suite 410

Sacramento, CA 95814

As a taxpayer, trail riding equestrian and light hiker, I am opposed to the prospect of allowing mountain bikes on all state trails. Allowing bikes on trails for hikers and/or equestrians is a dangerous mix. Many bikers are not aware of the dangers of riding up quickly behind a horse. This could cause injury to both riders and the horse. When hiking, bikers often also come racing up trails and either scare the hiker or the hiker has to move quickly out of the way to not get run over. In the past, I have been a stroller hiker and the thought of mixing mountain bikes and strollers is terrifying.

Conflicts between shared walking and equestrian trails rarely happens. Each party is moving at a slow enough speed where they can get out of each others' way. They have peacefully co-existed for many years.

For hiking only trails, it would be a disaster to allow bikes. This will cause the hikers to abandon the trails and find somewhere more peaceful to hike.

Mountain bikers should have their own areas for mountain biking, thus ensuring public safety, peace, and lack of conflict.

Please take this under consideration prior to December 4.

Laurie Carpenter
PO Box 10367
Burbank, CA 91510

P94-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P95

Statewide Trails

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#ri#D#dfhkudC |dkrrlfrp #

Sent: TuJd|#Qryhp eh#56/#5345#7-77#5P #

To: FHTD#QVF#

Submitted on Friday, November 23, 2012 - 17:44

Submitted by anonymous user: [208.74.181.139]

Submitted values are:

--Contact 1--
First Name: Ali
Last Name: Cehreli
Street Address: 309 Chetwood Drive
Street Address Line 2:
City: Mountain View
Postal Code: 94043
State/Province: CA
Phone Number: (650) 969-6985
Email: acehreli@yahoo.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P95-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P95-1

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12681

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P96

State Hiking Trail Use Change

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State Hiking Trail Use Change

Hxj hq h#E#Fkhohqkdp #j 1fkhoC jp d bfrp `#

Sent: Wxhvgd|/B hfrp eh#B 7/#5345#3-33#B P #

To: FHTD#QVF#

To: Environmental Coordinator, CA Dept. of Parks & Recreation

RE: The State Parks Draft Trails Change-in-Use Evaluation Process (PEIR)

Dear Sir,

Please preserve narrow hiking trails and limit multi-use of trails as much as possible.

Converting additional narrow hiking trails to wider, multi-use, trails is a nearly irreparable action. Each such a conversion needs to be carefully considered because it is almost impossible to reverse and will almost certainly cause damage through erosion and by dividing the natural land even further. The wider the trail, the more damage there is over time. Some animal species don't cross a road or wide trail for instance, and so by widening the trail, natural habitat is lost.

P96-1

Please don't be swayed by certain groups who have only their own interest at heart. Recreational use is important. But even more important is to preserve and protect the parks as wild lands for the future.

Walking/hiking on a narrow trail causes the least damage to the natural land, and even those kinds of trails need to be limited. Mountain bikes may use fire roads and certain wide trails already. Allowing mountain bikes on a narrow trail will widen it over time and cause destruction to the natural land.

P96-2

Widening more trails in order to have more recreational use for bikers is not worth the sacrifice of the natural land. In addition, mountain bikes present a danger to hikers. A serious accident may cause State Parks significant headaches in the future.

Your most serious consideration is requested of this matter.

Sincerely,

Gene Cheltenham
Topanga Canyon Docent

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

P97

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Gdp rq#gdq rqlkghwuc |dkrrlfrp `#

Sent: Vdwxgd|/Qryhp eh#:#5345#k=77#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 10:44

Submitted by anonymous user: [67.142.167.21]

Submitted values are:

--Contact 1--
First Name: Damon
Last Name: Chidester
Street Address: 14185 Northridge road
Street Address Line 2:
City: sonora
Postal Code: 95370
State/Province: CA
Phone Number:
Email: damonchidester@yahoo.com

Comments:

I would love to be able to see so much more of this great state from my Bike.

P97-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12426>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P98

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#vddf#lf456jC jp dldfrp #

Sent: P rggd|/6hfrp eh#6/#345#5-8:#5P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 13:57

Submitted by anonymous user: [75.208.114.31]

Submitted values are:

--Contact 1--
First Name: Isaac
Last Name: Chilton
Street Address: 560 La Cresta Dr.
Street Address Line 2:
City: Georgetown
Postal Code: 95634
State/Province: CA
Phone Number: 530-320-8410
Email: incl23g@gmail.com

Comments: To Whom it may concern, Thank you for the oppurtunity to make comments. I support the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.I am concerned that the trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. Thank you again

P98-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13272>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P99

Lori Christensen
9459 Alcosta Way
Sacramento, CA 95827
December 3, 2012

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814
Re: Statewide Trails

Dear Environmental Coordinator:

Thank you for the opportunity to comment on the draft Program Environmental Impact Report (PEIR) to evaluate the Statewide Roads and Trails Change-in-Use Process.

California State Parks (CSP) is proposing to implement a new process to facilitate the review of change-in-use requests that would add uses to or remove uses from existing recreational roads and trails in the State Park System. In reviewing the Trail Use Change Survey and the Trail Use Change Process flow chart, I noticed that under the Project Evaluation Form and CEQA it states additional studies would be required. This Process should lead to an outcome, but there are no further steps in this Process. Thus, the Process appears to end at this step. This problem should be rectified.

In the Trail Use Change Survey, #2 Compatibility for Multi-Use Trails, the following questions should be added to the Survey:

1. Would the proposed use degrade the character of the trail from its current use?
2. Would the proposed use have negative impacts on the current users?

In the Trail Use Change Survey, #4 Effects to Trail Use Safety, the following questions should be added to the Survey:

1. Would the proposed use increase the likelihood of accidents between users?
2. For safety on trails, CSP proposes to install speed control devices, railing, and brush trimming to improve sight distances. What are the environmental impacts of these safety changes so that additional users can be added to trails?
3. Would the proposed use increase the need for CSP to patrol the trails to monitor the safety of trail users, e.g. for speeding and off trail violations or riding in sensitive habitat?

P99-1

Page Two
Comments on Changes to Trail Use

As stated in the California Recreational Trails Plan, one of the goals of the California Recreational Trails Plan is to “provide the maximum opportunities for the public use of trails by encouraging the appropriate expansion of multi-use trails.” The Survey, which is part of the Process to evaluate the change in trail use, is biased toward increasing multi-use trails and not merely evaluating the benefits of keeping the trails users status quo.

As an avid user of Folsom Lake State Recreation Area where most of the trails are designated Hiker/Equestrian trails, there are many benefits to leaving the current designations. One of the most important benefits of leaving the hiker/equestrian designation is safety. Hikers and Equestrians have been sharing the trails for years and have compatible uses of the trails. However, because Folsom is surrounded by metropolitan population, if additional trails were opened for multi-use the number of bikes would become intensified in a relatively small area. As a consequence, more accidents would take place between bike riders and equestrians/hikers. With the State budget cuts, there is very little presence of State Parks personnel patrolling the park. How would the California State Parks monitor the rise in bike users and keep everyone safe when they do not currently have the manpower to patrol trails?

Horse and bike collisions are dangerous for both parties. Horses when startled by bikes can spook and sometimes pay with grave consequences like breaking their legs and having to be put down. Safety of all participants should be considered.

Another benefit of leaving the current designations is that horses and hikers have a minor environmental impact on trails. Currently, at Folsom where there are multi-use trails and bikes are allowed, there is evidence of trail abuse like moving soil to make jumps, and ‘braiding’ trails together which expands the trail footprint. If bike usages were expanded to the current trails, the environmental impacts to the Folsom Lake natural area would be huge. Bikes would cause further damage to the fragile riparian vegetation and other flora/fauna.

One of the change-in-use project solutions includes installation of speed control devices and widening of trails to increase line of sight. If the current designations were maintained, then further degradation to the area would not be needed.

Please weigh the benefits of keeping the current users before adding additional users to trails. Separation of trails for non-compatible users would be the safest way to approach increased use of trails.

P99-2

Page Three
Comments on Changes to Trail Use

Thanks, in advance, for responding to my concerns on these important issues.

Sincerely,

Original Signed by

Lori Christensen

P100

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#p dnf:99C vefjaredqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#6<#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:39

Submitted by anonymous user: [69.3.113.98]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Christopherson
Street Address: 55 Kingfisher Ct
Street Address Line 2:
City: Trabuco Canyon
Postal Code: 92679
State/Province: CA
Phone Number: 714 612-6180
Email: markc766@sbcglobal.net

Comments:

Thanks for the opportunity to make comments. I appreciate the major steps that CSP has taken to promote multi-use trails and urge the CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P100-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P100-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12910

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P101

Statewide Trails Road and Trail Change-in-Use Evaluation Process PEIR comments

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Statewide Trails Road and Trail Change-in-Use Evaluation Process PEIR comments

Sdww| #F1hvø| #sçw| f1hvø| C j p dldfrp `#

Sent: Wxhvød| #h hfp eh# 7 /#5345#4-68#P #

To: FHTD#QVF#

Dear California State Parks,

I am writing in support of the Road and Trail Change-in-Use Evaluation Process, however I first want to let you know that the link provided in your announcement at

<http://www.parks.ca.gov/pages/712/files/2012peir%20state%20parks%20proposing%20new%20statewide%20process%20for%20evaluating%20changes%20trails.pdf>

of the draft PEIR does not work (404 error):

http://www.parks.ca.gov/default.asp?page_id=981

P101-1

Whether this problem warrants extending the time for the public to make comments or not, I'm not sure, but certainly it is a concern that the document is not available via the link provided.

I have a few comments related to the draft PEIR.

1. Many State Parks Units do not yet have a General Plan or a Unit Road and Trail Management Plan. There may be instances where the Process could be used even if a General Plan has not yet been prepared, just as it could if a Unit Road and Trail Management Plan has not been prepared. To require a General Plan to be in place prior to using the Process may create a huge barrier to effective management of our trails systems, due to the time and cost of creating a General Plan, which in our area has exceeded a decade in some cases.

P101-2

2. The draft PEIR references State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." This is inappropriate language to apply to a trail, as for most trail users, the trail is indeed the attraction. The surface of earth felt under foot, the curves, rises, and dips, the surprising changes in habitat, exposure, light, and many other features that are inherent in trails are attractive and the reason users are there. Trails should be attractive in themselves, and even especially attractive for some user groups. For example runners may appreciate long sustained steep climbs, mountain bikers rock-strewn jumbled surfaces, the disabled probably appreciate a smooth surface and mild grade.

P101-3

3. Caution should be applied when adding new users that trails do not as a default, become homogeneous, boring, wide "sanitized" experiences in an effort to calm fears about user conflicts on narrow, uneven, exposed, or challenging trails. Making trails wider and smoother encourages higher speeds and may increase conflicts rather than decrease them. Technical trails can keep speeds moderate and encourage users to stop and greet each other, rather than pass quickly.

P101-4

4. Thank you for undertaking this effort to streamline the process for implementing changes that would allow new user groups on existing trails. We have submitted use change requests in our area that have sat on shelves for years, basically ignored. This has resulted in many of the trail enthusiasts developing a jaded view of State Parks bureaucracy having little interest in actually serving the public. I hope this will change.

P101-5

Regards,

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

Statewide Trails Road and Trail Change-in-Use Evaluation Process PEIR comments

Page 2 of 2

Patty Ciesla

NB: please do not post my contact information online for spam-bots and trolls to harvest.

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

P102

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ri#dyb#gdyhflyC |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#53/#5345#6-74#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 16:41

Submitted by anonymous user: [72.5.115.169]

Submitted values are:

--Contact 1--
First Name: David
Last Name: Civiello
Street Address: 1314 5th street
Street Address Line 2:
City: alameda
Postal Code: 94501
State/Province: CA
Phone Number: 415-314-5447
Email: daveciv@yahoo.com

Comments:

Thank you for the opportunity to comment on California State Park's (CSP) inclusion of multi-use trails.

I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. There are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

I live in the Oakland east bay and our trail access is incredibly limited. Hopefully this proposal will make it possible to open some discussions for multiuse trails.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12597

P102-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P103

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Fdw#fncdwhqC jp dldfrp #

Sent: TuJd|#Qryhp eh#9/#5345#6=43#6P #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:10

Submitted by anonymous user: [155.188.247.16]

Submitted values are:

--Contact 1--
First Name: Clint
Last Name: Claassen
Street Address: 2489 Willowdale Dr.
Street Address Line 2:
City: El Dorado Hills
Postal Code: 95762
State/Province: CA
Phone Number: 9163967783
Email: cjclaassen@gmail.com

Comments:

Thank you for taking steps possibly allow mountain bike access to the trail network.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P103-1

P103-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12351

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P104

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#whyh#whyhwdnvc krwp dlfrp `#

Sent: Tuqj|/Qryhp eh#3/#5345#4-6:#DP#

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 12:37

Submitted by user: stevetoaks

Submitted values are:

--Contact 1--
First Name: Steve
Last Name: Clark
Street Address: 3168 Holloway Court
Street Address Line 2:
City: Newbury Park
Postal Code: 91320
State/Province: CA
Phone Number: 805-498-4310
Email: stevetoaks@hotmail.com

Comments:

Thank-you for the opportunity to comment on the proposed program EIR for the trail change-in-use process. I think this is a major step forward and am highly in favor of anything that can streamline a process to make it more effective and efficient, and lower the resources needed and cost to carry it out. There is no need to reinvent the wheel for every change-in-use request!

P104-1

Sincerely,

Steve Clark

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13146>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P105

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#p hwd#p hwdv1fdqhc jp dlfpr #

Sent: P rggd|/6hfrp eh#6/#345#;=<#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 21:09

Submitted by user: melissacline

Submitted values are:

--Contact 1--
First Name: Melissa
Last Name: Cline
Street Address: 160 Belmont St, Unit D
Street Address Line 2:
City: Santa Cruz
Postal Code: 95060
State/Province: CA
Phone Number:
Email: melissa.s.cline@gmail.com

Comments: Thank you for being receptive to comments. As a mountain biker, I welcome more multi-use trails in the state park system.

P105-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13291>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

P106

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#kwb#frcb5333C |dkrrlfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#;-7; #DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 08:48

Submitted by anonymous user: [198.212.99.11]

Submitted values are:

--Contact 1--
First Name: Justin
Last Name: Colburn
Street Address: 2863 South Edmonds Drive
Street Address Line 2:
City: Carson City
Postal Code: 89701
State/Province: NV
Phone Number: 7757715110
Email: jcolb_2000@yahoo.com

Comments:

Thank you for the opportunity to provide my perspective. It should be said that all riders appreciate the continued expansion of trails throughout the park system.

Please consider the years of use of multi-use trails have produced few incidents & complaints. Furthermore, there are many trails that function perfectly today & will continue to function this way well into the future. As such, this should be considered prior to launching into what could be a cumbersome & expensive endeavour of conversion analysis.

Finally, to broadly consider trails as 'attractions' is a gross misrepresentation of the trails themselves. Trails by definition are part of the natural environment that houses them & provide access to the wonders that surround them.

Thank you for your time & consideration in this matter.

Kind Regards,

Justin Colburn

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/13016

P106-1
P106-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Wrp #wqw7C hdukdjn1qhw#

Sent: Tuqj|/Qryhp eh#9/#5345#5=36#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:03

Submitted by anonymous user: [75.18.228.105]

Submitted values are:

--Contact 1--
First Name: Tom
Last Name: Coleman
Street Address: 4200 Canyon Way
Street Address Line 2:
City: Martinez
Postal Code: 94553
State/Province: CA
Phone Number: 9259988165
Email: tnt4@earthlink.net

Comments:

I support California State Parks' forward looking concept of multi user trail systems. My family and our friends enjoy the parks regularly on our bikes and we'd love to see more multi use off road trails !
Tom an dTerri Coleman

P107-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12272>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P108

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rkq#rkq1frrp hvC rufdnlfrp `#

Sent: Tuqj|#Qryhp eh#9/#5345#4:#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 19:17

Submitted by anonymous user: [148.87.19.214]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Coomes
Street Address: 435 Tie Gulch Road
Street Address Line 2:
City: Santa Cruz
Postal Code: 95065
State/Province: CA
Phone Number:
Email: john.coomes@oracle.com

Comments:

Thank you for the chance to comment on the Draft PEIR Road and Trail Change-in-Use Evaluation Process. I heartily support CSP's actions to support multi-use trails and hope that they will continue, in order to increase trail opportunities for cyclists.

I am an avid cyclist and regularly ride in Wilder Ranch State Park which has a good number of shared use trails. My personal experience matches that of the the in-depth study of trail use conflict: it can be done successfully, and incidents/accidents are rare.

Please continue to expand multi-use trail designations in California State Parks.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12387

P108-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rh#rhfrrqdqskrwC |dkrrlfrp #

Sent: Z hqhvgd|/Qryhp eh#; #5345#7-8:#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 05:57

Submitted by anonymous user: [174.252.83.202]

Submitted values are:

--Contact 1--
First Name: Joe
Last Name: Coonan
Street Address: 2812 Montana ave
Street Address Line 2: Apt c
City: Santa Monica
Postal Code: 90403
State/Province: CA
Phone Number: 818-399-2085
Email: Joecoonanphoto@yahoo.com

Comments: A MTb ambassador of friendliness on the trails. We can all share our great trails.

P109-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13003>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ri#U|dq#uffruh|C jp dlfpr #

Sent: P rggd|/6hfrp eh#6/#345#5-7<#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 15:49

Submitted by anonymous user: [169.229.95.219]

Submitted values are:

--Contact 1--

First Name: Ryan
Last Name: Corley
Street Address: 2400 Durant Avenue
Street Address Line 2: Unit 3, Spens-Black, Room 403
City: Berkeley
Postal Code: 94720-2276
State/Province: CA
Phone Number: 6503157500
Email: rccorley@gmail.com

Comments:

I wanted to thank CSP for the opportunity to make comments, and emphasize how we appreciate the major steps that the CSP has taken to promote multi-use trails. I back IMBA with their statements and urge the CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P110-1

P110-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/13278

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#wdf|#wdf|dqq;8C |dkrrlfrp `#

Sent: Tuq|/Qryhp eh#3/#5345#4=75#P #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 12:42

Submitted by anonymous user: [71.6.103.18]

Submitted values are:

--Contact 1--
First Name: Tracy
Last Name: Corral
Street Address: 1702-L Meridian Avenue
Street Address Line 2: #289
City: San Jose
Postal Code: 95125
State/Province: CA
Phone Number:
Email: tracylynn85@yahoo.com

Comments:

I am really excited about California State Parks' willingness to open some trails in our state parks to mountain biking. I believe offering trails to bicyclists will increase knowledge of our state parks and is an opportunity to increase public awareness of the some under-utilized trails. Also, please disregard State Code (P.4.14-3); I don't believe this is relevant to developing trails in state parks for multi-use.

P111-1

Best regards,

Tracy L. Corral

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13148>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#P fkdh#P mfrw5:C |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#4;#5P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:18

Submitted by anonymous user: [72.52.96.29]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Cortes
Street Address: 4238 Suffolk Way
Street Address Line 2:
City: El Dorado Hills
Postal Code: 95762
State/Province: CA
Phone Number: 9169397767
Email: Mjcort27@yahoo.com

Comments:

We need to open Brown's Ravine Trail@ Folsom Lake State Park become multi-use area.

Only a few are enjoying the trail.

Thank you very much.

P112-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12953>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#G duhg#frwqC jdwfrp \#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#7-37#SP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 17:04

Submitted by anonymous user: [141.248.3.1]

Submitted values are:

--Contact 1--
First Name: Darren
Last Name: Cortines
Street Address: Po Box 720445
Street Address Line 2:
City: Pinon Hills
Postal Code: 92372
State/Province: CA
Phone Number: 7609549937
Email: cortin@gat.com

Comments:

Hello Ca State Parks. I'm a avid Mt Biker. Love the access we currently have but, why isnt the PCT open in certain sections at different times in the year. I see a large portions of the PCT that rarely gets used. Opening it up to mountain bikes at certain time's of the year would help keep the trail maintained and addition income for small comunities around these sections. You can haul your six ton rigg up in the mountains for your horse to ride the PCT but no Mt Bike? That doesnt make sense!!!

Thanks
Darren Cortines

P113-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13075>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqirC p edlfrp #lqirC p edlfrp %rq#hkdc# #Fkulwrskhu#fnfrwC jp dlfrp %

Sent: Vdwgd|/Qryhp eh#: #5345#-39#DP #

To: FHTD#VF#

Submitted on Saturday, November 17, 2012 - 02:06
Submitted by anonymous user: [60.249.4.100]
Submitted values are:

--Contact 1--
First Name: Christopher
Last Name: Costello
Street Address: 1291 Marian Way
Street Address Line 2:
City: Petaluma
Postal Code: 94954
State/Province: CA
Phone Number: 7073421444
Email: ckcost@gmail.com

Comments:

Dear California State Parks,
Thank you for the opportunity to comment on multi-use access in State Parks.
As a California tax payer, I urge you to open the California State Park
system to Multi-use access. I would like to make the following points
regarding this discussion:
First off, I appreciate the major steps that CSP has taken to promote
multi-use trails and we urge CSP to use the PEIR to provide much needed trail
opportunities for cyclists. The acknowledgement that there are effective
tools and methods to successfully manage multi-use trails is appreciated. The
in-depth study of trail use conflict showing that, after more than 30 years
of mountain bike trail use and millions of trail users' encounters,
complaints are few, incidents are fewer and accidents are rare indicates it
is only fair to give cyclists equal access.
The trail conversion analysis may prove to be cumbersome and time consuming,
and may lead to expensive trail alterations. Therefore, it is important to
point out that there are hundreds of trails in parks that have never been
specifically altered for multi-use, yet have functioned adequately for years.
Care must be exercised in the conversion analysis to prevent the
over-engineering of trails to account for every potential form of user
behavior.
The report references a State Code (P.4.14-3) that limits development in
parks that would be considered "attractions in themselves." The code was
intended to limit the construction of restaurants, amusement parks, athletic
fields, etc. in park units. It is a poor analysis to apply this code to
trails. Trails are much more than just a transportation system. Trails that
are sustainable, blended into the natural environment (sinuosity) and
designed to showcase a park's natural features should be enjoyed as such.
They are works of art that compliment the sense of place. People come to
parks to enjoy the trails.

P114-1
P114-2

Thank you,
Chris Costello

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12412

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqirC p edlfrp #^lqirC p edlfrp #rq#hkdd#i#Ddqv#edmi49C krwp dldfrp #

Sent: Prqgd|/Ghfnp eh#B6/#5345#4=75#SP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 00:42
Submitted by anonymous user: [75.42.65.220]
Submitted values are:

--Contact 1--
First Name: Lans
Last Name: Courtney
Street Address: 2259 Torc Mountain Lane
Street Address Line 2:
City: Lincoln
Postal Code: 95648
State/Province: CA
Phone Number:
Email: bajaf16@hotmail.com

Comments:
Thank you for being able to provide comments.

It is great that CSP has taken the opportunity to promote multi-use trails. It would be great if CSP would use the PEIR to provide much needed trail opportunities for cyclists. Mtn Bikers and other trail users can co-exist. Being able to share the trails is important. CA would benefit by gaining additional resources for trail MX and access fees by opening up additional trails to mtn bikers. We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P115-1

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P115-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13307>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#i#fdqglfn#ffryh#C hslfhqwhuf|fdqj ifrp #

Sent: P rggd|/Qryhp eh#59/#5345#4-56#DP #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 12:23
Submitted by anonymous user: [108.224.138.250]
Submitted values are:

--Contact 1--
First Name: Candice
Last Name: Covello
Street Address: 2572 Pineflat rd
Street Address Line 2:
City: santa cruz
Postal Code: 95060
State/Province: CA
Phone Number: 2097107138
Email: ccovello@epicentercycling.com

Comments:

For me, parks have always been a place to go to get away, relax and have fun. Parks are there to remind the busy world that there is beauty in nature. Parks are there so we can enjoy looking at, escape to, and have fun in... a place of beauty.

P116-1

I agree and support the following opinions. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P116-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12711>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Wdp #fkh|bwdp ljlc |dkrrlfrp `#

Sent: Z hqhvgd|/Qryhp eh#;#5345#-5:#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 10:27

Submitted by anonymous user: [137.164.239.254]

Submitted values are:

--Contact 1--
First Name: Tami
Last Name: Cramer
Street Address: 435 7th Street
Street Address Line 2:
City: Lakeport
Postal Code: 95453
State/Province: CA
Phone Number: 707-262-1750
Email: hey_tamigirl@yahoo.com

Comments: I think that this will be an excellent way to bring revenue into the suffering state park system.

P117-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13038>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc lp edlfrp #^lqrc lp edlfrp #rq#hkdc#ci# lk#^vjdwdfnp lkC jp dbrfp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#-66#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:33

Submitted by anonymous user: [99.44.113.26]

Submitted values are:

--Contact 1--
First Name: Mitch
Last Name: Crawford
Street Address: 4512 Piute Pl
Street Address Line 2:
City: San Diego
Postal Code: 92117
State/Province: CA
Phone Number:
Email: singletrackmitch@gmail.com

Comments:

Thank you for the chance to project some ideas and thoughts. I am an avid mt. biker, hiker, and minimalist camper. I spend, on average, 3 days a week using local trails within the boundaries of various local, state, and federal agencies.

Having been raised by a tenured Oregon State Parks and Rec. employee, I understand the need for users in your recreative spaces. I also understand that budgets are tight and that the concept has yet to hit Directors of CSP...but do you realize there is a demographic of users that are willing to help redefine your trails? Moreover, do it for FREE in a manner that is sustainable and conscious of surrounding environment!

Beyond the typical excuse of money (generally tax dollars anyway), We have our own money and time to invest into trail development and maintaince. The mt. bike community alone...a depraved breed of user in Southern California is screaming for an agency like CSP to allow a foot in door. We NEED the support and willingness from a large state agency to help all users but there is money in the MTB community...LOTS of it. As a prime example of this matter, research the wave of change that Oakridge, Oregon has come under. Formerly a town that once thrived on the timber industry, it is now able to generate MUNDANE amounts of money/exposure from the cycling events they now hold. People travel from all over the country to (yep) pay an entrance fee, ride a bike, and spend money throughout the community. That small town in Oregon is a standard of how acommodating a user group can truly right a sinking ship. Other examples are defined within BLM open space areas...that agency will allow just about ANYONE in to to do joint effort work! I wish I knew how COTA (Central Oregon Trail Alliance) does it. They have the greatest working relationships with all agencies and are simply bursting with progressive terrain trails that attract users from as far south as San Diego. There has to be a solution here.

The system is in the dumps. Park staffing is low, areas are closed, and marketing needs a serious facelift. Build and they will come...or in this case, allow the use of the land, oversee the projects, and watch the users fill your recreative spaces.

P118-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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Respectfully,

Mitchell Crawford

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12880>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Fkulwq#^fuhp rC xquhgx #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#; -8: #DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:57

Submitted by anonymous user: [71.9.21.207]

Submitted values are:

--Contact 1--
First Name: Christine
Last Name: Cremo
Street Address: 4210 christy way
Street Address Line 2:
City: reno
Postal Code: 89519
State/Province: NV
Phone Number: 7752328152
Email: cremo@unr.edu

Comments: thanks so much for all the work you are putting into this important process. I feel that our mountain biking community is a wonderful part of the character of the people in the area. I have been biking for more than 20 years and think that there is great potential to expand the trail system to bikers. but of course we appreciate the careful thought to make sure that everyone can use the trails. these trails are a wonderful resource that should be used by everyone. I think the work that many have done to increase the awareness of how important it is to be courteous and safe has gone a long way to making multi-use trails a success, and has particularly impacted mt bikers. I strongly support expanding the number of trails that mt bikers can use in this area. thanks!

P119-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13034>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Dldq#P lkdhgfulvsC |dkrrlfrp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-5;#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:28

Submitted by anonymous user: [72.191.41.224]

Submitted values are:

--Contact 1--
First Name: Aidan
Last Name: Crisp
Street Address: 8726 Redwood Bend
Street Address Line 2:
City: Helotes
Postal Code: 78023
State/Province: TX
Phone Number:
Email: Michaeldcrisp@yahoo.com

Comments: Opening some of the wonderful state park trails would be great for tourism and would give the opportunity for out of state tourist to visit California for mountain biking and enjoy some of California's great parks. Further it would allow new tourism to California for Mountain biking and enjoying California's great outdoors, and contribute to California's economy through hotels, restaurants, bike shops, park passes, and more.

P120-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12933>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Jαub#P gfulvsC |dkrrlfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#-5:#BP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:27

Submitted by anonymous user: [72.191.41.224]

Submitted values are:

--Contact 1--
First Name: Gloria
Last Name: Crisp
Street Address: 8726 Redwood Bend
Street Address Line 2:
City: Helotes
Postal Code: 78023
State/Province: TX
Phone Number: 2105819050
Email: Mdcrisp@yahoo.com

Comments: Opening some of the wonderful state park trails would be great for tourism and would give the opportunity for out of state tourist to visit California for mountain biking and enjoy some of California's great parks. Further it would allow new tourism to California for Mountain biking and enjoying California's great outdoors, and contribute to California's economy through hotels, restaurants, bike shops, park passes, and more.

P121-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12930>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#P lkdh#P gfulvsC nejrgrz lqfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-57#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:24

Submitted by anonymous user: [72.191.41.224]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Crisp
Street Address: 18503 sigma road suite 100
Street Address Line 2:
City: San Antonio
Postal Code: 78258
State/Province: TX
Phone Number: 2106068300
Email: Mdcrisp@jbgoodwin.com

Comments: Opening some of the wonderful state park trails I would be great for tourism and would give the opportunity for out of state tourist to visit California for mountain biking and enjoy some of California's great parks and contribute to California's economy through hotels, restaurants, bike shops, park passes, and more.

P122-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12928>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Nhw#kduhfurqnc jp dbrfp #

Sent: Tue, 13 Nov 2012 10:39:45 -0800

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 10:39
Submitted by anonymous user: [76.103.27.77]
Submitted values are:

--Contact 1--
First Name: Keith
Last Name: Cronk
Street Address: 73 Broadmoor Ave
Street Address Line 2:
City: San Anselmo
Postal Code: 94960
State/Province: CA
Phone Number: 415-453-4948
Email: charliecronk@gmail.com

Comments:
Thanks for being open to receiving comments on the issue of allowing Mountain Bikes in California State Parks. I am a true supporter of allowing bikes in State Parks. I believe that the promotion of multi-use trails in State Parks is a big step forward, and I believe the PEIR supports this step. there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

Thanks for the great work, and PLEASE support equal opportunity for cyclists in our State Parks.

Best Regards,
Keith Cronk

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13143>

P123-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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h{rc p edlfrp #^h{rc p edlfrp #^rq#ehkdd#r#Dgg|#srz sljC h{flwhlfrp #

Sent: Vxqgd|#Qryhp eh# #; #5345#3=66#SP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 23:53
Submitted by anonymous user: [75.0.12.225]
Submitted values are:

--Contact 1--
First Name: Andy
Last Name: Crow
Street Address: 268 Ricardo Rd
Street Address Line 2:
City: Mill Valley
Postal Code: 94941
State/Province: CA
Phone Number: 4153899154
Email: powpig@excite.com

Comments:
Hi -

Thanks very much for taking the time to read my comments.

I have grown up in Marin and am familiar with much of the trail network in Mt Tamalpais State Park. It is my understanding that you are taking into consideration the possibility of opening some trails currently closed to Mt Bikes. Here are a few recommendations:

My childhood friends & I grew up riding the Panoramic, Redwood & Sun Trails on our Schwinn's in the 70s before it was ever a consideration to close them to bikes. The TCC & Troop 80 Trails as well as the Matt Davis & Coastal Trails along Bolinas Ridge would also be great additions. The Heather Cutoff Trail was a neglected overgrown mess the last time I went by there. Many great route possibilities would be added if this were opened as well as the Redwood Creek Trail & perhaps the Miwok Trail to uphill traffic only. The short Dias Spur Trail should be opened tomorrow, there's no good reason this was ever closed.

A partial opening of at least some of these trails, as in midweek-non holiday periods, would be a great first step to increasing the availability of multi-use trails in the state park.

Thanks again for considering my comments.

Andy

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12536>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#MDP HV#up 5wrgC vefjaredqhw#

Sent: Vxqgd|/Qryhp eh# ; #5345# -#4#SP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 20:51

Submitted by anonymous user: [76.247.218.117]

Submitted values are:

--Contact 1--
First Name: JAMES
Last Name: CROWLEY
Street Address: 20946 ALAMINOS DR
Street Address Line 2:
City: SANTA CLARITA
Postal Code: 91350
State/Province: CA
Phone Number: 6612963177
Email: jim2toni@sbcglobal.net

Comments: The current plans to open Placerita Canyon Nature Center's Canyon Trail is a mistake. You can talk circles around the justification of this to allow mountain biking with fancy platitudes about this particular trail. However it is such a tight narrow trail with bends it is requiring removal of vegetation, cutting Oak and Sycamore trees and destroying natural animal habitats along the trail, all for the sake of mountain bikers who race downhill on a hiking trail. There are a multitude of larger more suited trails with in the Santa Clarita Valley that do not require the destruction of the canyon trail. Up until now no one ever reported incidents between hikers and bikers. We now have an avenue to do that and you will soon be hearing more about the results. This is a mistake !!! Someone is going to get hurt on the trail.

P125-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12521>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#P dwkhz #p bfurz wkhC |dkrrlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#-75#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 06:42

Submitted by anonymous user: [98.112.106.137]

Submitted values are:

--Contact 1--

First Name: Matthew
Last Name: Crowther
Street Address: 31850 Calle Saragoza
Street Address Line 2:
City: Temecula
Postal Code: 92591
State/Province: CA
Phone Number: 9513035983
Email: m_crowther@yahoo.com

Comments:

I fully support making trails multi use. I am an avid hiker and mountain biker and have never encountered any issues with either. As a mountain biker I always give way to hikers and equestrians, never leave trash, pick up trash on the rare occasion that I've found it on the trails, and I participate in events that support trail maintenance as well as actual trail maintenance days. Mountain biking is a great family activity and supports a healthy life style.

P126-1

Thank you for listening,

Matthew Crowther

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12477>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P127

Statewide Trails

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#=#77#BP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:44

Submitted by anonymous user: [24.130.149.219]

Submitted values are:

--Contact 1--
First Name: jay
Last Name: culligan
Street Address: 935 Sherman Ave
Street Address Line 2:
City: Menlo Park
Postal Code: 94025
State/Province: CA
Phone Number: 6504307703
Email:

Comments: i strongly support more mountain biking trails in the state parks -
i would visit more often and gladly pay higher admisson/parking fees to
support it.

P127-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12981>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Original# of exp hruyC hdukdqnlqhw#

Sent: P rqqd|/6hfnp eh#B6/#5345#3-44#DP #

To: FHTD#QVF#

CC: o|qqh#f#e#kdljkC yhuu}rq1qhw'

To: Environmental Coordinator, CA Dept. of Parks & Recreation

RE: The State Parks Draft Trails Change-in-Use Evaluation Process (PEIR)

Dear Sir,

Please preserve narrow hiking trails and limit multi-use of trails as much as possible.

Converting additional narrow hiking trails to wider, multi-use, trails is a nearly irreparable action. Each such a conversion needs to be carefully considered because it is almost impossible to reverse and will almost certainly cause damage through erosion and by dividing the natural land even further. The wider the trail, the more damage there is over time. Some animal species don't cross a road or wide trail for instance, and so by widening the trail, natural habitat is lost.

Please don't be swayed by certain groups who have only their own interest at heart. Recreational use is important. But even more important is to preserve and protect the parks as wild lands for the future. Walking/hiking on a narrow trail causes the least damage to the natural land, and even those kinds of trails need to be limited. Mountain bikes may use fire roads and certain wide trails already. Allowing mountain bikes on a narrow trail will widen it over time and cause destruction to the natural land. Widening more trails in order to have more recreational use for bikers is not worth the sacrifice of the natural land. In addition, mountain bikes present a danger to hikers. A serious accident may cause State Parks significant headaches in the future.

Your most serious consideration is requested of this matter.

Sincerely,

Lola Cumiford
Topanga Canyon Docent



P128-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdd#i#Ukduj#ufudgEkC drdrfp #

Sent: Prggd|/Qryhp eh#</#5345#5=53#DP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 01:20
Submitted by anonymous user: [76.212.131.91]
Submitted values are:

--Contact 1--
First Name: Richard
Last Name: Cunningham
Street Address: 14815 El Monte Rd.
Street Address Line 2:
City: Lakeside
Postal Code: 92040
State/Province:
Phone Number: 661 210 8095
Email: rjcranch@aol.com

Comments:

Many thanks for the opportunity to make comments. I appreciate the major steps that CSP has taken to promote multi-use trails and I hope that the CSP uses the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are more effective tools and methods to successfully manage multi-use trails than what the State has been given to use previously. I also appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Minimizing the visual impact of any trail is important, so care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. History shows us that rustic trails are adequate for all but a very few users.

I would like to point out that the report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thanks for your attention to my comments,
Richard Cunningham
(Many-year State Parks volunteer and trail worker)
rjcranch@aol.com

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12539>

P129-1
P129-2

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#udq#ydggdø {p lvlrq1frp #

Sent: Wxhvqd|#ryhp eh#5:#5345#-8<#EP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:59

Submitted by anonymous user: [76.171.241.59]

Submitted values are:

--Contact 1--
First Name: grant
Last Name: davis
Street Address: 952 17th St.
Street Address Line 2:
City: santa monica
Postal Code: 90403
State/Province: CA
Phone Number:
Email: vandall@xmission.com

Comments:

First off, thank you for making this process available to the public. One of my concerns is the over engineering of a trail so that it can be deemed MTB worth. So many trails all over the country aren't engineered in this way and are safe yet challenging for all levels of riders. By offering the (PEIR) process you free up resources and money for other projects and preserve trails that aren't just a dirty version of a rolling sidewalk. It was through mt. biking that I've grown an appreciation for the environment and parks. Environmentally studies are necessary in high impact areas and I value these studies for the sake of the environment and sustainability of our trails. However, it's not needed on all trails. Thank you and I hope PEIR moves forward

P130-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12864>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqirC lp edlfrp #^lqirC lp edlfrp #rq#ehkdc#ci#P dun#P wqehhp dunC hdukdqnlqhw#

Sent: Vxqgd|/Qryhp eh# ; #5345#4=7; #DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 12:48

Submitted by anonymous user: [4.246.220.154]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Davis
Street Address: PO box 2274 (all mail)
Street Address Line 2: 3590 Mountain Boulevard #9
City: Mammoth Lakes
Postal Code: 93546
State/Province: CA
Phone Number: 760-934-1674
Email: Mtnbikemark@earthlink.net

Comments:

Thank you for this process to streamline the decisions concerning multiple use trails. This makes the nearly impossible case by case environmental review a more functional process. Nobody had the money or time to EA every individual trail opening. This is progress. Trails are a complement to existing Park themes, and should not be considered "attractions in themselves", but rather add to the diversity of attractions. Many converted trails, perhaps most, were once roads, and are already prime multi use trails. Multiple use trails rarely require dramatic improvement, but rather only permission. What makes a good Hiker and Equestrian trail is almost universally a good Bike trail. As your exhaustive 30 year study reveals, there is little real conflict on shared trails. The real conflict consists of people unwilling to share, creating miles of red tape instead of trails. Trails are a limited and precious commodity. New trails are rather expensive. Share the existing trails. I pray that PIER will create sharing as the new standard. Economically, it makes sense to put money into trails that serve a broader audience. Bicycles get people out of their cars, do not create air pollution, and broaden the State Park user base. I hope PIER will be implemented to maximize bicycle use in California State Parks. Thank you for the opportunity to express my opinions.

P131-1

P131-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12495

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#dq#ndqghnrqjC frp fdw#qhw#

Sent: Vxqgd|/Qryhp eh#; #5345#-#8: #SP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 22:57

Submitted by anonymous user: [24.7.51.168]

Submitted values are:

--Contact 1--
First Name: Jan
Last Name: de Jong
Street Address: 19871 Rodrigues Avenue
Street Address Line 2:
City: Cupertino
Postal Code: 95014
State/Province: CA
Phone Number: 408-255-5412
Email: janldejong@comcast.net

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic.
I urge CSP to consider using the PEIR to provide at least as much trail
opportunities for cyclists, as there are for equestrians and probably even
more so considering the growing number of mountain bikers and the dwindling
group of rather elitist horse back riders. I believe that the simple yield
signs and generally practiced trail etiquette by all parties involved has
minimized user conflicts in millions of trail users' encounters, since
complaints are few, incidents are fewer and accidents are rare. The trail
conversion analysis may prove to be cumbersome and time consuming, and may
lead to expensive trail alterations. Therefore, it is important to point out
that there are hundreds of trails in parks that have never been specifically
altered for multi-use, yet have functioned adequately for use by cyclists for
years. Care must be exercised in the conversion analysis to prevent the
over-engineering of trails to account for every potential form of user
behavior.

P132-1

The report references a State Code (P.4.14-3) that limits development in
parks that would be considered "attractions in themselves." The code was
intended to limit the construction of restaurants, amusement parks, baseball
fields and such in park units. It is a poor analysis to apply this code to
trails. Trails that are sustainable, blended into the natural environment
(sinuosity) and designed to showcase a park's natural features should be
enjoyed as such. They are works of art that make the parks accessible. I come
to parks to be outdoors, enjoy nature, and get some exercise. The trails
allow me to get there and do this on my bike. I appreciate that very much!

P132-2

Thank you. Jan de Jong

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12531

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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statewide trails

jim de la Riva [jimriva@ridemtb.com]

Sent: Thursday, October 18, 2012 10:34 AM

To: CEQA NSC

I strongly support and encourage the multi-use of CA State Park trails with my taxes and donations. Please consider off road bicycle use as a major part with regards the uses for the state parks in CA.

┌ P133-1
└

As society evolves, so as the CA State Park system.

Thank you and best regards,

Jim de la Riva-San Mateo, CA

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

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lqirC p edlfrp #^lqirC p edlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345# =>3<#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 19:09

Submitted by anonymous user: [50.131.193.204]

Submitted values are:

```

--Contact 1--
First Name: Jessica
Last Name: De Wit
Street Address: 45 Hidden Meadow Lane
Street Address Line 2:
City: Scotts Valley
Postal Code: 95066
State/Province: CA
Phone Number:
Email:

```

Comments: Please allow mountain bike access in State Parks. Kids need a fun way to be able to access and enjoy the outdoors. There is a growing obesity problem among kids and adults and there needs to be more opportunities to get people outdoors. Thank you for providing mountain bike access as another option to enjoy our beautiful state parks.

| P134-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12513>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ri#rolqg#urcreuhz 5333C |dkrrlfrp #

Sent: Z hqghvgd|/Qryhp eh#;#5345#-3<#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 10:09

Submitted by anonymous user: [98.155.18.104]

Submitted values are:

--Contact 1--
First Name: roland
Last Name: dechaine
Street Address: 13730 paseo cevera
Street Address Line 2:
City: san diego
Postal Code: 92129
State/Province: CA
Phone Number:
Email: rolobrew2000@yahoo.com

Comments:

Mountain biking is a fun sport that promotes both mental and physical health. We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

P135-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13036>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#i#ig#hgbghhC vefjaredqhw#

Sent: Tuqj|/Qryhp eh#9/#5345#5-63#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:30

Submitted by anonymous user: [99.65.177.144]

Submitted values are:

--Contact 1--
First Name: Ed
Last Name: Dee
Street Address: 222 Palmer Drive
Street Address Line 2:
City: Los Gatos
Postal Code: 95032
State/Province: CA
Phone Number: 4088961117
Email: ed_dee@sbcglobal.net

Comments:

Thank you for the opportunity to make comments.

I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P136-1

P136-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12283

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqirC p edlfrp #^lqirC p edlfrp #rq#ehkdd#ci#Uln#^edyugC drdfirp `#

Sent: TuJd|/Qryhp eh#9/#5345#9-57#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 19:24

Submitted by anonymous user: [71.189.126.130]

Submitted values are:

--Contact 1--
First Name: Rick
Last Name: Denman
Street Address: 1105 Nonilla Dr.
Street Address Line 2:
City: Topanga
Postal Code: 90290
State/Province: CA
Phone Number: 310-995-2084
Email: bavrd@aol.com

Comments:
Please add my name to the list of those who support the allowance of bikes on trails in Ca. State Parks. It is a great way to see the sights our park system has to offer.
Rick Denman

P137-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12389>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Gxwhq#GxwhqbgqqlC krwp dldfrp #

Sent: Tuqj|#Qryhp eh#9/#5345#3-78#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 23:45

Submitted by anonymous user: [108.83.117.122]

Submitted values are:

--Contact 1--
First Name: Dusten
Last Name: Dennis
Street Address: 920 Cayuga St.
Street Address Line 2:
City: Santa Cruz
Postal Code: 95062
State/Province: CA
Phone Number: 831-426-7931
Email: dusten_dennis@hotmail.com

Comments:

Multi-use trails will enable and encourage many more users to enjoy our state parks.

P138-1

Thank You

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12406>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#P dun#ghsrq}C vefjaredqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#3<#EP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:09

Submitted by anonymous user: [76.212.11.98]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: DePonzi
Street Address: 1544 Hallcrest Drive
Street Address Line 2: 1544 Hallcrest Drive
City: San Jose
Postal Code: 95118
State/Province: CA
Phone Number: 408 2652733
Email: deponzi@sbcglobal.net

Comments: We need more bike parks in northern California ! Open more trails to mountain bikers.

P139-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12973>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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opening trails to multi use

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opening trails to multi use

Mdqhwh#Gh|eurrn#qhz gh|C krwp dlfirp `#

Sent: P rggd|/Ghfrp eh#B6/#345#l-84#DP #

To: FHTD#QVF#

Hi,

I am writing and asking you to please not open single trails to multi-use. Bikers already have plenty of paths to ride on. I am a hiker and often have to quickly move out of the way from a biker bearing down on me at high speed. That is not the kind of experience I am looking for when I go out to hike on trails. You degrade the quality of enjoyment for everyone when you try to have ALL trails open to ALL types of use. You limit the enjoyment of everyone. Bikers don't like to slow down for hikers, and hikers don't want to have their enjoyment and safety compromised by bikers. They already have areas where they can bike and not find hikers. Hikers should have the chance to enjoy the peace and quiet of single track trails without having to dodge bikers.

P140-1

As I will say again: Trying to have all trails open to all kinds of use just degrades the enjoyment for everyone. Please consider this.

Thank you.

Jeanette Deybrook

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Mrqdwkq#Mrqglfnh|C krwp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-63#EP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:30

Submitted by anonymous user: [71.198.226.185]

Submitted values are:

--Contact 1--
First Name: Jonathan
Last Name: Dickey
Street Address: 1581 spinnaker lane
Street Address Line 2:
City: Half Moon Bay
Postal Code: 94019
State/Province: CA
Phone Number: 6035200732
Email: Jonldickey@hotmail.com

Comments:

I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I love riding in our state parks and would love it if we could expand our multi use trails. Thanks,

Jon Dickey

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12934>

P141-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#i#P dh#Orq#p gljC shwrqgho|wnp v1frp `#

Sent: Tuqj|/Qryhp eh#9/#5345#-64#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:31

Submitted by anonymous user: [75.16.32.83]

Submitted values are:

--Contact 1--
First Name: Mae Lon
Last Name: Ding
Street Address: 7551 E. Moonridge Lane
Street Address Line 2:
City: Anaheim
Postal Code: 92808
State/Province: CA
Phone Number: 714-281-8337
Email: mding@personnelsystems.com

Comments:

Thank you for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails.
Please use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to
successfully manage multi-use trails. We appreciate the in-depth study of
trail use conflict showing that, after more than 30 years of mountain bike
trail use and millions of trail users' encounters, complaints are few,
incidents are fewer and accidents are rare. The trail conversion analysis may
prove to be cumbersome and time consuming and may lead to expensive trail
alterations. Therefore, it is important to point out that there are hundreds
of trails in parks that have never been specifically altered for multi-use,
yet they have functioned adequately for years. Care must be exercised in the
conversion analysis to prevent the over engineering of trails to account for
every potential form of user behavior. The report references State Code
P.4.14-3, which limits development in parks that would be considered
"attractions in themselves." The code was intended to limit the construction
of restaurants, amusement parks, athletic fields, etc. in park units. It is a
poor analysis to apply this code to trails. Trails are much more than just a
transportation system. Trails that are sustainable, blended into the natural
environment (sinuosity) and designed to showcase a park's natural features
should be enjoyed as such. They are works of art that compliment the sense of
place. People visit parks to enjoy the trails.

P142-1

P142-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12338

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#frw#Glv@jh1vc jp dlfpr #

Sent: Wxhvgd|#Qryhp eh#5:#5345#7-67#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:34

Submitted by anonymous user: [70.166.11.40]

Submitted values are:

--Contact 1--
First Name: Scott
Last Name: Dinslage
Street Address: 9579 Benavente St
Street Address Line 2:
City: San Diego
Postal Code: 92129
State/Province: CA
Phone Number: 619-624-9272
Email: Dinslage.s@gmail.com

Comments: Please allow mtn bike access to more state park areas for me and my family

P143-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12848>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P144

Statewide Trails

Page 1 of 1

Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #rq#ehkdc#ci#Grxj#^vsdp }xnC j p dldfrp #

Sent: Wkxwgd|/A0ryhp eh#5<#5345#1-6;#5P #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 14:38

Submitted by anonymous user: [108.83.8.249]

Submitted values are:

--Contact 1--
First Name: Doug
Last Name: Dittrich
Street Address: 7996 Grado El Tupelo
Street Address Line 2: None
City: Carlsbad
Postal Code: 92009
State/Province: CA
Phone Number: 7607535486
Email: spamzuki@gmail.com

Comments: I applaud your efforts to open more trails in California state parks to mountain bikes. This is a smart way to increase annual attendance, increase revenues, and provide much needed recreational opportunities for the tax paying residents. It is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. Thank you for your willingness to solicit comments and I look forward to more trail riding options in our state parks.

P144-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13126

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P145

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814

Re: Statewide Trails PEIR

Parks Coordinator;

November 27, 2012

I'm writing in response to the Change in Use format that State Parks is proposing. I attended the Glendale meeting that explained the process in place when a user or user groups submits an application to change the use of an existing trail. I was disappointed and frankly appalled at the money, time and resources used in these series of meetings. They appear as a smoke screen for a bigger agenda put in place before the resignation of Ruth Coleman and Mike Ward.

I am a multi-sport athlete, have finished the WS 100 mile run, the Tevis Cup 100 mile ride, a plethora of century and metric century bike rides and some triathlons in our mountains and foothills. I'm not from any one user group, but speak as a concerned user of our trails and a dedicated Mounted Patrol volunteer for the last 12 years. From what I've experienced and watched over the years, there is a growing influx of mountain bikers who are dominating our trails with little or no regard of history, environment, trail preservation, and above all - safety.

I've grown disillusioned and weary reporting bike incidents such as; using non-designated trails, riding at night, speeding, cutting trail, etc. that I have witnessed within the Park where I Patrol. Some of these trails off limits to mt. bikes, were built by horses and mules. They are narrow, single track trails with 500 foot cliffs on one side and no room for error or passing. Runners, hikers, horse back riders, tourists, bird watchers and historical/mining enthusiasts have co-existed on these trails for decades with little or no problems, but enter the mountain bike community; and the question is now all about them.



P145-1

There is a reason that bikes and pedestrians are not allowed on freeways; it is the same reason that certain trails should not allow mountain bikes - SAFETY, again safety. True, they may be excellent cyclists, the best and fastest and strongest, but is that what our Parks are promoting? and at whose expense? Unfortunately, I've known multiple deaths of horses, two paralysis victims, and countless life flight and/or ambulance victims as a result of mountain bikes present. Is there ever a cyclist badly injured from a dog walker or bird watcher?

P145-1
cont'd

Please consider other alternatives when IMBA, lobbyists and/or other mountain bike groups ask for more trails, or 'Change of Use' for current trails. There are hundreds of miles of little used OHV trails, dirt bike (motorcycle) trails and logging roads that are much better suited for the extreme sport that mountain biking has become. Instead of using State monies to fund these committees, sparsely attended meetings, proposed bulldozers, archeologists etc. that the Change Of Use is proposing, why not go to work recruiting volunteers, equipment, grant money, corporate funding etc. and fix these other parallel trail systems so the mt. bike community won't endanger other user groups who have been cohabiting together peacefully for decades? Or simply do what every other user group is doing with the increasing Park usage and that is follow rules, look out for each other, and be good stewards of the trail. Our heritage relies on it, Parks will thank you for it, and it will teach important lessons to our children on respecting the trails, safety and the importance of getting along with others.

P145-2

Diane Dixon-Johnson

P146

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814

Re: Statewide Trails PEIR

Parks Coordinator;

November 27, 2012

I'm writing in response to the Change in Use format that State Parks is proposing. I attended the Glendale meeting that explained the process when a user or user groups submits an application to change the use of an existing trail. I was surprised and concerned at the money, time and resources used in these series of meetings. This appears as a smoke screen for a bigger agenda put in place before the resignation of Ruth Coleman and Mike Ward.

I am a multi-sport athlete, have finished the WS 100 mile run, the Tevis Cup 100 mile ride, a plethora of century and metric century bike rides and some triathlons in our mountains and foothills. I'm not from any one user group, but speak as a concerned user of our trails and a dedicated Mounted Patrol volunteer for the last 12 years. From what I've experienced and watched over the years, there is a growing influx of mountain bikers who are dominating our trails with little or no regard of history, environment, trail preservation, and above all - safety.

I've grown disillusioned and weary reporting bike incidents such as; using non-designated trails, riding at night, speeding, cutting trail, etc. that I have witnessed within the Park where I Patrol. Some of these trails off limits to mt. bikes, were built by horses and mules. They are narrow, single track trails with 500 foot cliffs on one side and no room for error or passing. Runners, hikers, dog walkers, horse back riders, tourists, bird watchers and historical/mining enthusiasts have co-existed on these trails for decades with little or no problems, but enter the mountain bike community; and the question is now all about them.

P146-1

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Please consider other alternatives when IMBA, lobbyists and/or other mountain bike groups ask for more trails, or 'Change of Use' for current trails. There are hundreds of miles of little used OHV trails, dirt bike (motorcycle) trails and logging roads that are much better suited for the extreme sport that mountain biking has become. Instead of using State monies to fund these committees, sparsely attended meetings, proposed bulldozers, archeologists etc. that the Change Of Use is proposing, why not go to work recruiting volunteers, equipment, grant money, corporate funding etc. and fix these other parallel trail systems so the mt. bike community won't endanger other user groups who are enjoying the trail. Or, simply do what every other user group is doing with the increasing Park usage and that is follow rules, look out for each other, and be good stewards of the trail. Our heritage relies on it, Parks will thank you for it, and it will teach important lessons to our children on respecting the trails, safety and the importance of getting along with others.

P146-1
cont'd

Diane Dixon-Johnson



P147

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Diane Dixon-Johnson

Mailing Address P.O. Box 233 Greenwood, CA 95635

Email Address greengate1@att.net


Comments Safety? We are experiencing a HUGE ILLEGAL influx of mt. bikes on non-bike trails. By "smoothing" trails - taking down brush, creating a line of sight - you are inviting [more] speed + illegal bike use.

More importantly, we need accountability on existing trails for safety for all user groups

Meeting Date Oct 27, 2012

P147-1

P148

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Diane Dixon-Johnson

Mailing Address P.O. Box 233 Greenwood, CA 95635


Email Address greengate1@att.net

Comments The concern for the environment starts before any change of trail; according to many articles nationwide (I have them printed) sensitive eco systems, geological abuse (rumps + holes made) moving soil, erosion, rutting, damaging plant + animal life, "braiding" or making new trails...

Meeting Date Oct 27, 2012

P148-1

P149

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Diane Dixon Johnson again

Mailing Address _____

Email Address greengate1@att.net


Comments I would like to be able to know who has made requests for change in trail use. At what point is it public record?

* On the flow chart I would like to know as soon as a request is filed - by what group (perhaps on line)

Meeting Date Oct 27, 2012

P149-1

P150

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Diane Dixon-Johnson

Mailing Address P.O. Box 233, Greenwood, CA 95635

Email Address greengate1@att.net

Comments * Funds & man power - where coming from? Rangers are being cut
* Is this ~~an~~ Imba Guarded.
* Why not use what little funding & resources we have to monitor & patrol existing trail
* SAFETY - you are inviting more mt bikes to scream down these precious trails

Meeting Date Oct. 27, 2012

- I P150-1
- I P150-2
- I P150-3
- I P150-4

P151



Barely enough room for one.



Even with four feet of your own.

P151-1



Approaching cyclist can startle horse and rider.



Notice the precipitous ledge.

P151-1
cont'd



Blind turns are dangerous.



Somone approaches unknowingly.

P151-1
cont'd



With trail width, a line of sight and safe terrain, cooperation is possible.

P151-1
cont'd

P152



To Our State Parks and U.S. Forestry Departments:

We understand there is an effort to allow bicycles for special events on what now are hiking and horse riding trails, many of which are single track, have narrow switchbacks, and precipitous drop offs. We consider this as the first step in what may be a dangerous trend to relinquish some of these protected, historic trails and will in fact lead to unanticipated consequences. The Western States Trail should be one such trail that forbids permitted use for these wheeled events. I encourage you, our State Parks and U.S. Forestry service, to stop this effort before it gets traction and/or another unfortunate accident occurs.

P152-1



(name) _____ (date) _____



P153

California Trails Conference

April 13, 2011

Diane Dixon-Johnson; greengate1@att.net

- 1. Introduction -
 - a. Thank you
 - b. Trails user
 - c. connection with WSTF, State Parks
- 2. Outline 3 points
 - a. Conflict
 - b. Issues
 - c. Vision/solution
- 3. Conclusion

A. Conflict

- a. Existing trails that are single track not compatible with cyclists
 - i. Not engineered for dual usage; no line of sight – **safety**
 - ii. Precipitous cliffs; **DANGER – safety**
 - iii. Alternative routes available
 - iv. Asking to maintain the current trail designation, especially single track
- b. Preventable accidents have and will continue to occur
- c. Existing trails are historic, built for horses without vision of future sport

P153-1

B. Issues

- a. Recent article states equestrian population is diminishing, cycling is increasing
 - i. Horse riding has been a steady sport, business, leisure for 100s of years

P153-2

	<ul style="list-style-type: none">ii. Equine reflects a life style, often throughout a lifetime; property valuesiii. Mt. bike fairly new sport, age of riders much younger, higher turn overiv. Sharing is wonderful, asking not to take away what is established <p>b. Trails must be monitored for usage and accountability</p> <ul style="list-style-type: none">i. Ranger positioningii. Parkwatch; better use of volunteers <p>C. Vision/solution</p> <ul style="list-style-type: none">a. New trails to be multi-use to provide for all venues	P153-2 cont'd
	<ul style="list-style-type: none">i. Build to code<ul style="list-style-type: none">1. Wide enough for passing2. Line of sight3. Provide shoulder to move out of the way <p>b. Parallel trail system – ex: Oroville State Recreation Area</p> <p>c. Build cyclists a park for speed, jumps etc (follow Mammoth Bar/ motorcycle)</p>	P153-3
	<p>D. Conclusion</p> <ul style="list-style-type: none">a. Allow representatives from running, cycling, equestrian, elderly, birders, and/or young mothers etc. on trail building committeeb. Thank you for offering this opportunity	P153-4 P153-5

P154

Trail User Guide

Enjoy the Park ... Have fun, plan ahead



Auburn State Recreational Area

You are responsible for knowing Park rules and regulations. Courtesy is the key to good trail sense.

P154-1

General Park Rules

- Pick it in, pack it out - no littering
- Dogs must be on leash
- No weapons in the park *
- Fires are prohibited - except in designated areas
- No fireworks
- All park features, plants and animals and stones, are protected and may not be removed.
- Observe Park hours (seasonal)

Trail rules

- Respect trail restrictions and only use trails designated for your use.
- Follow trail, don't cut switchbacks
- Leave no trace, trash or litter
- Bicyclists yield to horses and hikers,
- Hikers yield to horses
- Bicyclists and horseback riders watch speed and stay in control; slow down on blind curves.
- Equestrians walk past other user groups
- Dogs: If you are traveling with a dog, be sure it is on a leash and does not scare or impede equestrians, cyclists, and/or other trail users.
- ASRA is one of the last, remaining California Parks that still allows dogs on trails. Please consider this a privilege and respect the rules.
- Never scare or harm animals within the Park.



*Unleashed hunting is permitted within ASRA. Contact Park Headquarters for information.

Trail Etiquette

- Greet other trail users - a friendly greeting such as "Hi, nice day," or "Enjoying the day so far?" makes for good trail etiquette.
- Bikers announce your approach to hikers/horses.
- Hikers move to down side of trail when approached by a horse
- Ask how to pass an equestrian. Horses are prey animals and often are startled at situations hikers/bikers are not familiar with.
- Talk to horses as they pass
- Cyclists/equestrians ride at a speed that is safe for other trail users including elderly walkers and families with children. Keep a "line of sight" and slow at blind curves.
- Slow down to the speed of walkers on stop when meeting other trail users.
- Be alert to other trail users. Headphones are not recommended.
- Wet and muddy trails are more vulnerable to damage. Help preserve ASRA trails and ride responsibly, when the trails are wet and soft, consider other riding/cycling options.
- Help keep single track trails as single track.
- No unauthorized trail building or trail modifications is allowed.
- Pick up trash where ever possible
- Enjoy the trails, be polite, listen to nature



Present this pamphlet to the State Parks office and receive a 10% discount on a day-use or seasonal pass.

Volunteer Groups

A coalition of three groups - bicyclists, equestrians, and hikers/runners - volunteer their time to assist the Park rangers. These groups work together to recommend trail usage guidelines and inform users of trail etiquette and safety issues. Their Patrol presence is there to inform, educate and address the safety of Park usage. Anyone is welcome to join these groups and act as a Steward of our State Park.

The following organizations have worked together with Park Rangers to create our friendly ambience within the Park system and have volunteered tirelessly maintaining the upkeep of the trails.

- Auburn State Recreations Area Mounted Assistance Unit - ASRA-MAU www.parks.ca.gov
- Folsom-Auburn Trail Riders Action Coalition - FATRAC (mt. Bikes) www.fatraco.org
- Canyon Keepers www.canyonkeepers.org
- Western States Endurance Run www.wst100.com
- Western States Tevis Cup Ride www.teviscup.org
- Protect American River Canyon www.parc-auburn.org



P154-1
cont'd

From: "Jaede Miloslavich" <jaede@sbbmail.com>
Subject: Fwd: Death from Hitting an Illegal Trail Structure
Date: September 20, 2012 11:16:22 PM PDT
To: "Diane Johnson" <greengate1@att.net>

1 Attachment, 522 KB

See attached. Death from illegal obstacles placed on the trail.
Like the ones we have been destroying in FLSRA and Tahoe National Forest...

----- Begin Forwarded Message -----
Subject: Death from Hitting an Illegal Trail Structure
Date Sent: Thursday, September 20, 2012 8:43 PM
From: Mike Vandeman <mjvande@pacbell.net>
To: Recipient list suppressed <>

Looking swell: Charlie Dimmock in Erskine yesterday and, above right, in 2003 flattered. But it was of its time and that time has passed now.

Grandfather dies in bike path horror

OAP thrown from cycle in front of his grandson

By Geraldine McKelvie

A GRANDFATHER has died in a freak accident in which he was thrown from his bike in front of his grandson.

Jim Anderson was cycling along a woodland path near his Perth home when he smashed into a makeshift ramp.

His 13-year-old grandson, Rory, narrowly avoided hitting the ramp, on the banks of the River Almond, but it is understood that Mr Anderson, 65, misjudged the severity of the obstacle and was catapulted over his handlebars, breaking his neck.

Rory alerted a passer-by, who managed to revive Mr Anderson, and an ambulance crew took him to Ninewells Hospital in Dundee.

Doctors told his family his injuries were too extensive for him to make a full recovery. Mr Anderson's wife, Barbara,



Ramp plunge: Jim Anderson

and his devastated family took the agonising decision to switch off his life support machine on Tuesday, three days after the accident.

The retired electrician's kidneys have since been used to save the lives of two critically ill people and it is hoped more

can be helped thanks to further organ donations from Mr Anderson, who had joined the organ donation register several years ago.

As preparations were being made for Mr Anderson's funeral in Perth today, it emerged his death is the second cycling tragedy to befall the family.

Four decades ago, Mrs Ander-

'No sign warning of danger'

son lost a brother when he was 11 after he was knocked off his bike near their family home.

Of the latest tragedy, Mrs Anderson, 66, said local youths had told her their friends had built the ramp from soil and branches, causing a drop of three or four feet so they could fly through the air on motorbikes. She added: "This could

MAC IS AWAY

easily happen again. It could have been Rory, it could have been a young child. It's awful that any child should see their granddad die.

"When we went up, we dismantled the ramp - there wasn't even a sign warning people of the danger."

Mrs Anderson, who met her husband in a dance hall at the age of 18, said: "Jim was so full of energy - if this hadn't happened, he would have never slowed down.

"When I found out he would never regain consciousness, I was torn about all the talk of transplants but I thought it might be nice that someone could find some happiness from our awful situation.

"Then the doctor told me Jim had signed the organ donation register in 2005. It was like he was telling us he agreed."

Mr Anderson's son Dale, 34, described his father as a 'perfect gentleman'. He added: 'My father would think nothing of giving of his time and expertise to folk in need of it.'

P155-1

To My Congressional, U.S. Forestry, State Parks and Local Representatives; August 29, 2012

Recently, in late July, a young, single mom fell from her horse in the Auburn State Recreational Park. This incident was caused by, but not directly in contact with, a mountain biker leading a high profile 100 mile race through the Sierras. Accidents happen, no one knows that more than equestrians.

The trail where this occurred, known as the Western States Trail, has a rich history. Built in the mid 1850's by horses and mules, it was used then as transportation through the mountains and for hauling goods to mining towns. The Tevis Foundation, a long established equine organization, has worked tirelessly to maintain this trail since the 1960's.

For the U.S. Forestry and Auburn State Parks to have issued a recreational event permit allowing over 250 mountain bikes to scream down this narrow, precipitous (sometimes dropping well over 1000 feet), rugged, heavily forested, blind turned trail is asking for premeditated disaster.

Horses, hikers and runners have cooperated on this trail with little conflict for decades, until the wheeled community decided to hold a highly visible event through here. There was no public notice, no trail monitoring, no signage at trailheads where other users enter, no announcement in the press. As a result, there were horses also using the trail when these two paths crossed.

Crystal Costa has just returned from a month long stay in the San Francisco neuro/spinal rehab facility, adjusting to her new life in a wheelchair, due to paralysis. There was another gal who nearly 10 years ago experienced a similar situation in the Knickerbocker Park area. Trina Romo was life flighted out of Cronin Park with a broken back/collar bone. Another rider suffered a broken arm down at Fransiscos, and Marissa Dardi's horse's leg was caught in the spokes of a mountain bike after it slid to a stop in front of her on the Quarry Rd. These are just a few of the incidents involving mountain bikes within this small area where I live. If I referred outside my hometown to Sonoma State Park, I could cite a fatality from an equestrian accident caused by a speeding mountain bike.

I've included a video clip from the race promoter's website. Imagine a family, young rider, or anyone approaching from a blind turn as these cyclists barrel down this precious resource we call our trail.

Many feel the U.S. Forestry and Auburn State Parks should consider the National Forest Policy 2350.3 policy 5, for the safety and involvement of all users before issuing permits for these special events. This policy states:

Regulate uses to the extent necessary to provide for user and public safety; to protect natural, cultural, and historical resources; to minimize conflict and maximize responsible use; to achieve recreation experience objectives; and to comply with Federal and State laws.

http://www.youtube.com/watch?v=39hMk-p_CG8&feature=youtu.be

Please help regulate our existing trails that are not safe for multi-use events and ban wheeled vehicles from using the Western States Trail. There are hundreds of miles of alternate trails giving the same thrill and destination and respecting safety towards all other trail users.

Thank you, respectfully,

Diane Dixon-Johnson

multi-sport enthusiast/participant, retired teacher, volunteer, tax payer, mounted assistant for State Parks, patriot, and voter greengate1@att.net

P155-1
cont'd

JERRY SCRIBNER
PENNY SCRIBNER
5657 Hollow Lane
Greenwood, CA 95635

April 17.2011

Ruth Coleman, Director
Dept. of Parks & Recreation,
PO Box 942896, Sacramento, CA 94296.

resigned in disgust

Re: Excluding other users so mountain bike can stage event on a trail where mountain bikes are prohibited event April 23, 2011 in the Auburn State Recreation Area.

Dear Director Coleman,

We write to protest in the strongest possible terms the completely inappropriate decision you and your department have apparently made to allow a private organization to close a public trail so they can put on a commercial event limited to 75 people. Even more troubling is that this exclusive thrill sport event involving high speed mountain bike racing is being permitted on a trail posted "No mountain bikes". We urge you to cancel this event or alternatively require the course to be changed so that the public space remains open to other users and mountain bike racing takes place other than on trails where mountain bikes have always been prohibited.

As you no doubt know, other users, (and there are many) have maintained this trail for more than fifty years because it is part of the world famous 100 Mile Western States (Tevis) Trail from Lake Tahoe to Auburn. The trail is heavily used, especially on weekends by hikers, dog walkers and equestrians from Auburn, Sacramento and other nearby areas. Other events take place on the trail but none of them involve denying use to other users. Equestrian groups and the Western States run have annually expended thousands of man hours and thousands of dollars maintaining this trail year around for the benefit of the public. Mike Lynch and the other rangers in the Auburn State Recreation Area are well aware of the dedication and indispensable assistance of these equestrian and run volunteers including those who also are part of the organized Trail Patrol.

For Mike Lynch and your Department to approve violating your own long standing policy against allowing mountain bikes on this trail is appalling. Even more troubling is the decision to close down this popular portion of trail to the public for the day. Especially for a very small group seeking their own thrills as opposed to any larger public benefit. The public deserves better husbandry from those charged with protecting our parks. Also inexplicable is charging a mere \$500 permit fee for the private use of a public park on a busy Saturday for 75 people. The cost of supervision and maintenance easily exceeds this figure.

P155-1
cont'd



Mountain biking is a popular sport. But there are literally tens of thousands of miles of logging roads and multiuse trails all over northern California that are appropriate for the enjoyment of this activity. There are only a few hundred miles at most of trails where mountain bikes are prohibited. And there is good reason for such prohibitions. Fast moving mountain bikes on narrow single track trails in the American River Canyon are extremely dangerous to equestrians. This is why the Western States Trail as it traverses the narrow ledges along the Canyon walls has been declared off limits to mountain bikes. It is critically important that this trail, one of the few hiking and equestrian only trails left continue to be protected. This protection is destroyed when you open these very trails to mountain bikes for so called "special" events. Those who plan to race in such events will naturally train on the trails in order to be able to compete in the event itself. Soon, as has happened with the recently opened trail on the Foresthill Side of the canyon, users other than mountain bikes will be too frightened to risk their lives trying to use the trail. As explained in the attached paper "The Myth of Multi-use trails" racing mountain bikes on narrow trails is incompatible with other trail uses.

For all these reasons, it is imperative that you step in and immediately order that the course for this event be modified to permit the park to remain open to the public and to prohibit mountain bike use on the portion of the Western States Trail where bikes have always been prohibited.

Sincerely,



Jerry and Penny Scribner

cc: Resources Agency Secretary John Laird
Governor Jerry Brown



P155-1
cont'd



To Scott Liske and other attending Rangers;
2009

August 29,

I am writing to voice some concerns and comments I have felt, heard, or been involved in here on our trails in the Auburn Parks area. I have included some other comments from fellow equestrians regarding the use/misuse of our trails.

Clearly, the most frequent concern is the continued use of mountain bikes on the trails designated for equestrian/hiker only. The signage is clear, these trails have been designated for equestrian/hiker use only since they were developed, and there have been repeated verbal warnings and reports to Parks as to their misuse. I know of several events resulting in accidents. One occasion a rider was hospitalized with lacerations and a broken clavicle due to an illegal bike who didn't stop to help and another instance when a horse got her front legs tangled up in the spokes of a cyclist's bike who did not adhere to the request to stay quiet while the riders passed. Last fall, I encountered a group of no less than 12 bikes racing on the California Loop trail (equestrian/hiker), just before it narrows to single track with about a 1000' drop to the river below its 18" berth. And recently, I was out riding at night, a violation in itself but nonetheless, on a horse trail, and I encountered a night riding cyclist, complete with head lamp, pads etc. He said he just wanted to 'sneak' down the trail, knowing it was off limits for cyclists. I had a junior rider with me, practicing for the Tevis Cup ride (which handsomely pays the Park for its use during the event), and had we been minutes later, we would have encountered him at mach speed coming down a single track section, in the dark, as we were walking up on our horses ... not pretty. I'm sure there are countless others which have gone unreported

In this last instance, I kindly and respectfully told the gentleman about the trail usage, safety, and compliance of designated trails, to which he replied, " I heard that the trails in the Park were all going to be made into multi-use trails." I told him I thought he was mistaken, that every new trail built in the Park, would be designated for multi-use. This, in fact, is the second time I have heard this comment recently, the other coming from a fairly influential individual.

Here are other factors that I have witnessed regarding the mountain bike use:



- Trail gutting following rains*

P155-1
cont'd

- Speeding over the 15 mph limit as stated in Park rules
- Wearing 2 ear buds, unable to hear/heed approaching warnings
- Cutting trail, building jumps where there were previously not trails, an issue that Tahoe has reported as rampant, costly, and blatant
- And lastly, the misuse of specifically designated trails

Honestly, these first four preceding factors are a concern as to the integrity of the trails, Park and personnel. However, none pose the pending safety threat like the misuse of the trail designation.

Many of the Patrol members have encountered dogs off leash. I feel this area has improved since I joined Patrol eight or nine years ago, albeit still a factor. I have questioned an occasional hunter, but need to familiarize myself more with the hunting seasons and what areas are on/off limits etc. I have heard random gun shots in the Sliger Mine area, which I called in to report, and have witnessed an occasional camper out of bounds. I have not encountered violence, nudity, poaching, OHVs, drugs/alcohol or other infractions on the trail common to certain areas of the Park.

I am pleased to see so many people using the Park in the areas where everyone can cooperate and enjoy their choice of activity. I feel if folks are out in the mountains, it has to be good for the soul. I wish I knew how citations could be issued to make a visible stand to control the direction of the errant mountain bikers, before its too late and someone is fatally involved. According to the majority of the law abiding cycling population, these rogue individuals are creating a horrific name for the sport and its supporters.

If the Rangers want to create a Trail Alliance Group with representatives from the hiking, running, cycling, equestrian, birding, hunting, OHV groups in order to educate each other in the usage of each groups' desires and activities on the trail, I would support that. However, I don't feel there is much out of compliance on the trails which the equestrians use, other than what I mentioned within this draft ... your call.

Thank you for all your support and efforts. I am fearful at the mention of 'alternate days' that Jim Michaels mentioned at a recent meeting, as a way to

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accommodate group's usage of all the trails in the Park. Is this a discussable item for this Alliance? Comment?

Sincerely,

Diane Dixon-Johnson

*I have heard rangers state that the damage from hoofprints are more damaging than that of bikes following the rains. Most horse owners avoid that time to ride due to possible injuries to delicate, yet vital soft tissue to the horses' legs caused by slipping in slop and mud. Cyclists often relish the thrill of mud riding thereby choosing to ride after the rains.

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I'm writing in response to the Ranger's comment from the May 29th article entitled 'Trail Users Strive to Get Along.'

"... the equestrian community has been in a defensive position because they are shrinking compared to the mountain bike which is growing,"

Equestrians make up for an enormous population using the trails. According to the California State Parks Recreational Trends 2006: "By 2010, one in five Californians will be older than 60. The senior population will double by 2020 and they are making more time to pursue recreation activities....." The Trend's ten "Most Preferred" recreation did not include mountain biking, horseback riding was.

If you go to www.ParkWatch Report.org, an informational report site for our Park system, you'll see there are 29 equestrian trail user groups and 8 mountain bike trail groups.

The majority of trail users are hikers, runners, dog walkers, and those on foot, including horses. Compared to a 4 to 5 mph walking pace (occasionally faster for a horse trot), the bikes can travel up to 20 mph, thereby seeming to run out of trail faster. There are miles of bike friendly trails without threatening the foot traffic only trails. If horse activity appears to be "shrinking," it may be in certain areas because of the danger illegal cyclists pose by riding on trails designated for foot traffic only.

In the 2005 American Horse Council report, recreational horse owners spend \$1.9 billion dollars in California each year. Of the nearly 700,000 horses in California in total, approximately 315,000 are used in RECREATIONAL activities, including those enjoying our Parks' trails.

Diane Dixon-Johnson

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it," says Hicks. "[Commissioner Fish] has committed to improving off-road biking. It's a promise that he plans to fulfill."

Date: Tue, 2 Nov 2010 16:42:22 +0000 (UTC)
From: kennethkelzer@comcast.net
To: mswezy@marinwater.org
Subject: Friends Meeting on Nov. 15th

Mr. Michael Swezy
Marin Municipal Water District

Dear Mr. Swezy:

I would be interested in attending the meeting on November 15th, if the short range agenda or the long range agenda of the proposed Friends of Mount Tam Organization includes either:

1. Eliminating the use of mountain biking on Mount Tam water district lands; or
2. Drastically reducing the range in which bikes are allowed;
3. Setting up strong penalties for bikers who break the rules;
4. Penalties that would include hefty fines and confiscation of the bike.

In other words, I am fed up with the abuses of the bikers, the pious rationalizations of groups like the Marin Bicycle Coalition and the weak leadership of the various governing bodies of our public lands.

If you have the time to let me know what your long range thinking is, I would be most grateful.

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Frequently Asked Questions about Mountain Biking

10/23/12 5:11 PM

Frequently Asked Questions about Mountain Biking
 Michael Vandeman, Ph.D.
 Last Updated May 27, 2012

1. Why do people mountain bike?

- a. They say that using a bike allows them to get much farther, in the same amount of time, than they can by walking. They also maintain constant pressure on land managers, to open more and more trails to bikes. Of course, all of these trails are already open to them, if they choose to walk. They also frequently claim that closing trails to bikes "excludes" them from the parks. This could only be true if they were unable to walk. Of course, they are able to walk. There's nothing inherently wrong with bicycling instead of walking; we all like to save energy, when it's appropriate. Use of a bicycle to replace automobile use is obviously beneficial. However, by the same token, replacing hiking with mountain biking is obviously not beneficial.
- b. They are interested in the quantity of nature they can see, rather than the quality of their experience. While riding a bike, especially over terrain as rough as a trail, one has to be constantly paying attention to not crashing. That makes it almost impossible to notice much else. (IMBA confirmed that in their "Rules of the Trail": "Control Your Bicycle: Inattention for even a moment could put yourself and others at risk": <http://www.imba.com/about/rules-trail>. Or: <http://bikemagic.com/news/guest-blog/craig-bowles-3rd-at-world-24-hour-solo-mountain-bike-championships.html>: "The rest of the lap dazzled us with stunning views of the azure waters below, although fast rocky descending and even more steep loose climbing meant you had to pay attention to the tricky trail.") By contrast, a hiker feels the ground, hears all the sounds and smells all the odors of nature and can stop instantly, if he/she finds something interesting. The brain thrives on stimulation. A biker has to travel several times as far as a hiker, to get the same stimulation as a hiker. (And, by the same token, motorcyclists have to travel several times as far as a bicyclist, and an auto user several times as far as a motorcyclist, since they are enclosed in a metal box.)
- c. They are interested in thrills. Riding a bike on a trail, especially a trail containing many obstacles, or a trail one is not familiar with, is very challenging. (But if mountain biking is the high point of your week, as it seems to be for many mountain bikers, you must be leading a pretty dull life, off of the bike!)
- d. They are interested in building mountain biking skills and competing with other mountain bikers. The thrill of racing drives people to spend more money on their bike, and ride it harder and more often. Racing, up to and including the Olympics, drives a lot of mountain biking. Of course, it is also extremely harmful to the parks and natural areas that are used for practice! It is hard to think of any other (legal) use of public lands, other than hunting, that is as harmful as mountain biking.
- e. They want to get to their destination faster (not considering that the process of getting there is a major part of the enjoyment). Once, when much younger, I was hiking along a very boring trail. The thought came to me that if I had a bike, I could get past the boring section of the trail, and to the interesting part much faster. But about 2 seconds later I realized that if I could do that, so could everyone else, and the place would be full of people and ruined. That was the end of my (2-second) mountain biking career.
- f. Example: "What do you enjoy most about mountain biking?" "Just the experience of being out in a forest on a trail, just flowing down it and enjoying the scenery. I know it sounds cheesy, but you really become one with nature. At the same time, there's the adrenaline rush you get from downhills and runner's high from climbing. It's a lot of stuff that's hard to put into words." Steve Ray, mountain biker

2. What is driving the sport of mountain biking? Besides the attraction for participants, manufacturers and retailers of mountain bikes and mountain biking accessories, as well as "adventure" travel guides, make a lot of money from promoting mountain biking. Even some auto manufacturers (e.g. Subaru) promote and sponsor mountain biking, and try to use its popularity to sell more cars. The tourism industry also promotes mountain biking, among other attractions.

3. What harm does mountain biking do?

- a. Most obvious is the acceleration of erosion. Knobby tires rip into the soil, loosening it and allowing rain to wash it away. They also create V-shaped grooves that make walking difficult or even dangerous. The mechanical advantage given by the gears and ball bearings allow a mountain biker to travel several times as fast as a hiker. Given their increased weight (rider plus bike), this results in vastly increased momentum, and hence much greater horizontal (shearing) forces on the soil. (Witness the skid marks from stops, starts, and turns.) According to Newton, every action has an equal and opposite reaction. Mountain bikes were built much stronger than other bikes, so that they could withstand the greater forces they were subject to on rough trails. These same forces, therefore, are being applied to the trails! To give a definite number, the winner of a 20-mile race here in Briones Regional Park averaged 13 MPH (the speed limit is 15 MPH -- where were the park rangers?). Mountain bikers themselves use the expression "shred trails" for mountain biking. That is not an accident. That is exactly what knobby tires are designed to do! (<http://blogs.bikemag.com/news/diamondback-welcomes-billy-lewis/>: "Northwest shredder Billy Lewis

<http://mjvande.nfshost.com/mtbfaq.htm>

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- is now riding for Diamondback. ... Filmed at Duthie Hill and NWSOF.com(windells) as well as a couple secret spots.")
- b. A hiker must be very careful not to accidentally step on small animals and plants on the trail. For a mountain biker, it is almost impossible to avoid killing countless animals and plants on and under the trail. They have to pay attention to controlling the bike, and can't afford to look carefully at what is on the trail, especially when travelling fast. And even if they happen to see, for example, a snake, it is hard for them to stop in time to avoid killing it (e.g. see <http://bb.nsmc.com/showthread.php?t=128889>). A hiker, when crossing a creek, will try to avoid getting wet, by crossing on stepping stones or logs. Mountain bikers, on the other hand, simply ride right through the creek bed, crushing any animals or plants that happen to be there. Mountain biking magazines are full of photos of mountain bikers throwing up spray, as they barrel through creeks. Not only do bikes destroy animals and plants as they ride across streams, they ride through streams stirring up sediment. The sediment in the water interferes with the oxygen uptake by aquatic life, for example, killing fish- and frog eggs. Young fish, insects, amphibians, and aquatic microorganisms are extremely sensitive to sediment in water.
 - c. Bikes also allow people to travel several times as far as a hiker. This translates into several times the impacts, both on the trail and on the wildlife (to say nothing of the other trail users). Existing parklands are already inadequate to protect the wildlife that live there. When they are crisscrossed by mountain bikers and legal or illegal trails, their habitat becomes even more inadequate. Mountain bikers frequently advertise rides of 20-50 miles or more. Have you ever tried to walk that far in a day? In other words, allowing bikes in a park greatly increases human presence in that park and drives wildlife further from the resources that they need to survive, including water, food, and mates.
 - d. Due to their width and speed, bikes can't safely pass each other on narrow trails. Therefore, policies that permit mountain biking also result in more habitat destruction, as trails are widened by bikers (or by hikers and equestrians jumping out of their way).
 - e. Knobby mountain bike tires are ideal for carrying mud, and consequently exotic plants, fungi, and other organisms from place to place, resulting in the spread of exotic invasive species, such as weeds and Sudden Oak Death.
 - f. Mountain biking is driving the very young and old off of the trails and hence out of the parks. Even able-bodied hikers and equestrians fear for their safety, and don't enjoy sharing the trails with bikes. (The mountain bikers claim that they are simply being selfish and "unwilling to share", but actually they have no problem sharing trails with mountain bikers; it is only their bikes that are a problem!)
 - g. Mountain bikes, which are obviously built to go anywhere, teach children and anyone else who sees them that the rough treatment of nature is acceptable. This undoubtedly has a negative effect on people's treatment of nature.
 - h. In order to mitigate bike-caused erosion, park managers have been resorting to extreme measures -- even in some cases putting a plastic matrix or other exotic material under the trail (e.g. in Pleasanton Ridge Regional Preserve, near Pleasanton, California)! It's hard to imagine that this will have a beneficial effect on the park and its wildlife...
 - i. Allowing mountain bikes in a park greatly increases the damage to the trails, damage from "bootleg" (illegally created) trails, and the problems of conflicts between trail users, and hence the cost of maintaining the park. Considering how tight park budgets are, we can't afford the extra costs of policing, and repairing the damage from, mountain biking.
 - j. For the science on mountain biking and its impacts on wildlife and people, see <http://mjvande.nfshost.com/scb7.htm>.
4. Mountain bikers claim that their sport has no greater environmental impact than hiking. Is that true?
 - a. If you read the "studies" that make that claim, you find that they don't really compare the impacts of hiking and mountain biking, but only the impacts per foot. If, for a moment, we assume that the studies are correct in their having equivalent impacts per foot, it would still follow that mountain biking has far greater impact per person, since mountain bikers typically travel so much farther than hikers. Besides overlooking distances travelled, those "studies" almost all ignore impacts on wildlife. And they don't study mountain biking under normal conditions -- only at a very slow speed. Actually, the comparison with hiking is irrelevant. It would only be relevant if we planned to allow only one of the two, and were considering which of the two is more harmful. In fact, no one is considering banning hiking. We are only considering adding mountain biking. Therefore, the only relevant question is, "Is mountain biking harmful?" (Of course, it is!) There is only one truly scientific study that I know of that compares the impacts of hiking and mountain biking. It found that mountain biking has a greater impact on elk than hiking (Wisdom, M. J., H. K. Preisler, N. J. Cimon, B. K. Johnson. 2004. Effects of Off-Road Recreation on Mule Deer and Elk. Transactions of the North American Wildlife and Natural Resource Conference 69, 2004, pp.531-550.) See <http://mjvande.nfshost.com/scb7.htm>.
 - b. On its web site, IMBA mentions recent research on mountain biking by Dave White et al and Jeff Marion, both of whom claim that mountain biking and hiking have "similar" impacts. Is that true? First, "similar" is not a scientific term and really has no clear meaning. That term is being used only to obfuscate. Second, these are survey studies, not experimental studies. By its very nature, a survey study cannot be used to compare the impacts from two activities, because it doesn't control all the variables. For example, we don't know if the differences in erosion between two trails are due to the mountain biking

vs. hiking use, or due to differences in the weather, terrain, steepness, soil type, management practices, amount of use, hikers on the "mountain biking trail", mountain bikers on the "hiking trail", etc. White et al only measured their trails once, and didn't even collect any data on hiking impacts! See <http://mjvande.nfshost.com/white.htm> and <http://mjvande.nfshost.com/marion.htm>.

c. Why would a researcher risk his/her reputation by doing such shoddy work? For money! And to ensure the continuance of their sport. If land managers think that mountain biking is more harmful than hiking, they will be more likely to close trails to bikes. Bike parts manufacturer Shimano paid Professor White to do his study. Research funds are difficult to obtain. A researcher who can be relied upon to produce research favorable to mountain biking will be able to obtain funding from the mountain biking industry. A researcher who tells the truth about mountain biking won't be able to obtain research funds and will risk stunting his/her career.

5. Where should mountain biking allowed? A couple of role models for wildlife protection are Yosemite National Park and East Bay Municipal Utility District (in Alameda and Contra Costa counties, California). They both restrict bicycles to paved roads, where they can't do much harm. Somehow bicyclists have managed to enjoy their sport for over a hundred years, without riding off-road.

6. What should the policy be on trails? Closed to bikes, unless marked open. Signs that say "No Bikes" are quickly and repeatedly ripped out of the ground by mountain bikers.

7. Isn't it discriminatory to allow hikers and equestrians on trails, but not mountain bikers? Mountain bikers love to say this, apparently because they think it will gain them some sympathy. The truth is that mountain bikers have exactly the same access to trails that everyone else has! It is only their bikes that are banned. If mountain bikers were really being discriminated against, they could easily go to court to gain access. However ... they already have access to every trail in the world!

8. Don't I have a right to mountain bike on all public lands? I am a taxpayer! The public has the right, through its elected representatives, to restrict how land is used. A federal court has already ruled that there is no right to mountain bike. It is a privilege, and any land manager who gives a good reason (such as safety or protecting the environment) can keep bikes off of trails (see <http://mjvande.nfshost.com/mtb10.htm>).

9. Don't mountain bikers do some good things, like trail construction and trail maintenance? Trail construction destroys wildlife habitat both directly (by killing plants and animals) and indirectly (by reducing the size of the intervening "islands" of habitat). Moreover, mountain bikers favor trails that are "twisty" (sinuous), bumpy, and full of obstacles that provide thrills for mountain bikers. Such designs increase habitat destruction (by lengthening the trail) and make the trails less useful for hikers and equestrians. Trail maintenance sounds good, until you realize that it would hardly be necessary, if bikes weren't allowed there. The mountain bikers are the main reason why trail maintenance is necessary! Trails used only by hikers require hardly any maintenance. Therefore, admitting bicycles to a park greatly increases its cost of maintenance. Nothing is really "free", including trail construction and maintenance. (How does the saying go? "Beware of Trojans bearing gifts?") Not many mountain bikers volunteer for trail maintenance: "We had 20 people, mostly NON-MOUNTAIN BIKERS, turn out for the IMBA Trail Care Crew this weekend at Newberry Heritage Park. ... Would have been nice to see other riders there helping out, but it's average for only 1-2% of mountain bikers (nationally) to donate time to building or maintenance." Mountain bikers claim that they perform a valuable service by maintaining trails. But if not properly trained and managed, they can easily cause millions of dollars in damage and death to wildlife and people: there are hidden costs associated with it down the road that will cost substantial money (e.g. erosion, fire). For example, two mountain bikers doing unauthorized "trail maintenance" started a fire that destroyed 80 homes!: <http://www.independent.com/news/jesusita-fire>.

"Mother Nature was being her cantankerous old self and decided to drop a couple of mature Monterey pines next to one of our trails at Joaquin Miller Park in the Oakland hills. As such, we'll be restoring some of the trail that was damaged by the roots of the tree and doing some additional general maintenance."

This illustrates why bikes should not be allowed on trails. Hikers can step over tree roots; bikers always ride over them and damage them -- they are too lazy to dismount and step over them. There is no good reason to cut the roots away, just to please mountain bikers. Wildlife, including trees, should get top priority in parks, because wildlife is what makes a place a park! Mountain bikers should not be doing "trail maintenance". They obviously don't know how to do it properly.

10. But don't mountain bikers provide added safety, by being able to quickly summon help in the event of an emergency? I would rather trust in a cell phone, than a speeding mountain biker. Besides, natural areas are already one of the safest places you can be. In over 50 years of hiking and backpacking, I have never witnessed any situation requiring emergency aid. Most people go to natural areas partly for solitude. If we wanted to be around large, fast-moving pieces of machinery, we would stay in the city!

11. Can't mountain biking help get our overweight kids off the couch? Hiking can already do that, without causing extra harm to wildlife and people. Mountain biking downhill provides zero exercise benefit.

Frequently Asked Questions about Mountain Biking

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Mountain biking on level ground provides minimal exercise benefit, much less than walking. Since it's impossible to pay any attention to your surroundings while mountain biking (or you will crash), there's no reason to promote mountain biking. It benefits only those who stand to make money off of it, such as bike manufacturers, retailers, and tour companies. Mountain biking is also inappropriate for young people cause it's very expensive!

"Fri, Aug 10 2007:

Newsgroups: alt.mountain-bike

From: Ride-A-Lot <mitchell@schnazers.ws>

Date: Fri, 10 Aug 2007

Subject: Re: need suggestions on mountain bike, thanks a lot

Any bike you buy from a big box store (i.e. Target, Wal-Mart, Dicks, Sports Authority, etc.) is going to be JUNK. If you were going to do any actual mountain biking, you will very very disappointed with the performance. For a new mountain bike, the low-end entry level bike Specialized Rockhopper is one) will cost around \$500."

(Mountain bikes are built tough because street bikes can't take the pounding that they would get on trails. They would fall apart.)

12. But isn't mountain biking healthful exercise? No! Mountain biking is inherently dangerous, and cannot be made safe. Hiking trails are not designed for bicycling. They are unpredictable. There is a reason why departments of transportation have standards for bicycle trails that require a smooth surface, not too steep a grade, a no-skid surface, a minimum width, a long sight distance (no blind turns), etc. Mountain bikers regularly fall off their bikes, resulting in paraplegia, quadriplegia, or even death. This obviously cancels out any possible health benefit. See http://mjvande.nfshost.com/mtb_death.htm and http://mjvande.nfshost.com/mtb_dangerous.htm. In 2010, a 12-year-old girl died during her very first mountain biking lesson!: <http://www.nbc11news.com/home/headlines/98876339.html>. Bicycling also reduces bone density: http://www.latimes.com/features/health/la-he-cycling16-2009feb16_0_1785648_story. A bicycle is an energy-saving device. In fact, according to a "Scientific American" article, it is the most energy-efficient of all forms of transportation. For healthful exercise, nothing can beat walking.

Mountain bikers are a danger to themselves: <http://www.youtube.com/watch?feature=endscreen&v=5EAc1jh4cxw&NR=1>

Mountain bikers are a danger to others:

<http://www.globaltyvedmonton.com/woman+injured+by+biket+on+river+valley+trail+speaks+out/6442701011/story.html>
<http://www.youtube.com/watch?v=WTHU01zrxBI>

13. Won't a helmet protect me from serious injury? Don't bet on it!:

http://www.therepublic.com/view/local_story/Man_critically_injured_in_Brow_1337613553/

Man injured in Brown County mountain biking accident

Staff Reports editorial@therepublic.com

First Posted: May 21, 2012 - 11:19 am

1:17 p.m. update

Alan Keeling, 48, of Crestwood, Ky., is in good condition today at IU Health Methodist Hospital in Indianapolis.

NASHVILLE, Ind. A Kentucky man was critically injured in a mountain biking accident at Brown County State Park.

Alan Keeling, 48, of Crestwood, Ky., was slammed face first into a fallen log after he was thrown from his mountain bike at about 4 p.m. Sunday while riding the trails at the state park, according to Indiana conservation officers.

Keeling was wearing a helmet, but he struck the log lower on his head. He suffered face and skull fractures and was flown to IU Health Methodist Hospital in Indianapolis for treatment.

Indiana Conservation Officer Brent Bohbrink investigated the accident. Nashville Volunteer Fire Department, Columbus Regional Hospital EMS and state park personnel assisted at the scene.

14. Doesn't mountain biking get people out of their cars? So do walking, road cycling, and transit use, without harm to the natural environment. Since very few mountain biking opportunities are within easy cycling distance, the vast majority of mountain bike trips require transporting the bike in a truck, SUV, or car. If mountain bikers cared about the environment, they would bicycle to the park, lock their bike at the trailhead, and hike. Or simply bicycle on paved roads, as bicyclists have for the past century.

<http://mjvande.nfshost.com/mtbfaq.htm>

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Frequently Asked Questions about Mountain Biking

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15. Doesn't the threat from mountain biking pale, in comparison to other sources of environmental damage, such as logging? Maybe, and maybe not. Mountain biking teaches people that the rough treatment of nature is acceptable, so it may lead to many other abuses. In parks, where most mountain biking is done, it is probably the most harmful activity allowed. But even if mountain biking is less damaging than another activity, such as logging, it is still additional damage. If an area is already messed up (e.g. by logging), how does that make it okay to do additional damage? It doesn't!

16. What's wrong with night riding? Humans have been destroying wildlife habitat for centuries, so that very little remains. Our presence in parks prevents wildlife from using a large part of their habitat, at least during the daytime. Now that night riding is becoming popular, wildlife and being denied that habitat even at night, or incur an increased risk getting run over, if they attempt to use it. There is very little law enforcement even during the day in these days of tight budgets. There is no patrolling of parks at night! This gives mountain bikers free rein to do whatever they want, including riding trails that are closed to bikes or even building their own illegal trails. No wonder night riding is so popular! And, of course, night riding makes an activity that is already very dangerous, much more dangerous.

17. Don't the vast majority of mountain bikers ride responsibly? Actually, just the opposite is true. In a scientific study that IMBA had on their website for a while, then quietly removed, 83.1% of mountain bikers broke the law (see <http://mjvande.nfshost.com/mtb76.htm>).

18. Aren't the problems with mountain biking just caused by "a few bad apples"? There aren't just a few! There are enough to put some in just about every park in the world. The same problems appear everywhere: riding off-trail, riding where prohibited, illegal trail construction, excessive speed, accelerating erosion, killing plants and animals on and next to the trail, driving other trail users off the trails, etc.

19. Isn't mountain biking good for the economy? Nearly all mountain bicycles are made by foreign companies. The profit from bicycle sales goes abroad! The small shops and bike mechanics find it hard to make a living. So, IMBA isn't supporting much USA business; IMBA is supporting foreign companies and their renegade sport. Mountain biking destroys wildlife habitat and drives non-mountain bikers off of the trails, so there is a net loss in recreation. This can't be good for the economy. As David Brower used to say, "There's no economy on a dead planet".

20. Why is mountain biking so addicting? It seems that once someone starts mountain biking, they feel a need to do it as often as possible - at least weekly. And they become impervious to information about the harm that mountain biking does. (That's why it is extremely unfortunate when land managers or their staff start mountain biking.) Apparently, some people have an especially strong desire or "need" for danger and thrills, and it seems to be accompanied by an unusually low concern for the welfare of wildlife, the environment, non-bikers, or anything else that gets in the way of their thrill-seeking. A phenomenon that may be related is the existence of psychopaths -- people who seem to be genetically devoid of moral feeling. See Without Conscience: The Disturbing World of the Psychopaths Among Us, by the brilliant scientist Dr. Robert Hare. I highly recommend his book. As far as I know, in Hare's terminology, mountain bikers are sociopaths, not psychopaths.

21. Aren't mountain bikers just hikers with wheels, and don't they care about protecting the land as much as conservationists? I am going to quote a friend, who said it much better than I ever could: "What comes across very strongly to me is that this is like the Biblical fable of Solomon trying to decide which woman is the real mother to a baby. Sick of their bickering, he threatens to cut the baby in half and give half to each. The true mother cries out in objection, saying she would rather he gave the baby to the other woman than killed. That's how Solomon knew who the real mother was. What does this have to do with mountain bikers and the wilderness? It seems to me that the mountain bikers commenting in this thread really don't care about the land unless they can use it. They would just as soon the land not be protected as 'wilderness' at all, than be declared off-limits to them. If they really cared about the wilderness, they would say, please preserve the land, even if we cannot use it. And in fact, as Mike correctly states, the land would still open to their use. Just without the bicycle."

22. How can I see first-hand the harm that mountain biking does? Easy! Just watch their own videos: <http://mjvande.nfshost.com/mtbvideo.htm>.

23. IMBA has rules designed to minimize the impacts of mountain biking, such as not riding under wet conditions. Don't they protect the parks from damage?

IMBA's "rules" are just for show, and are universally ignored. So much for IMBA's rule about not riding under wet conditions! They could stick to pavement, but they are too selfish to do so:

Date: Sat, 23 Jan 2010 21:15:01 -0800
From: Ross Finlayson <finlayson@live555.com>
Subject: Your favorite 'midst of the wet season' rides?

<http://mjvande.nfshost.com/mtbfaq.htm>

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Frequently Asked Questions about Mountain Biking

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At this time of the year (especially during an 'El Nino' winter like this one), we often find ourselves wanting to ride just a couple of days after a major rainy spell. Most of the trails are too muddy to ride, but there are a few trails (mostly fireroads) that hold up OK even after heavy rain.

In the past, my favorite 'midst of the wet season' ride was the main (Aptos Creek) fireroad in Nisene Marks - from Aptos up to Sand Point overlook and back. But even that fireroad often gets very wet.

My new favorite 'midst of the wet season' ride - which I did again today - is at Butano State Park: Up the Butano Fireroad, past the abandoned airstrip, then down Olmo Fireroad, and back along the paved road. This is a 12-mile loop with 2000' of total climbing, and holds up well (especially the Butano Fireroad) even after a long period of heavy rain, such as we had this past week.

So lets hear your favorite 'midst of the wet season' rides?

Ross."

24. Aren't most mountain bikers responsible? Mountain biking organizations always say that they oppose illegal trail-building and illegal mountain biking. Those statements are just empty words. They are always followed by excuses that exonerate the outlaws. For example, when three people were arrested for building an illegal trail in Marin County across four different jurisdictions, IMBA said that it was caused by a lack of sufficient singletrack opportunities! Is it any wonder that these activities never stop?! Here is just one of the many examples on the following website: <http://forums.mtbr.com/showthread.php?t=595571>: "As much as I disrespect vigilante trail building, sometimes its [sic] the swift kick in the butt needed to get the powers that be to recognize a problem. I know many will disagree, but you should check out the Freedom Riders movie and see how that turned out." Mountain bikers have never lifted a finger to actually stop illegal trail-building or illegal mountain biking. IMBA co-founder Michael Kelley once asked me where the illegal mountain biking is going on, and promised to do something about it. He has never shown up.

25. Can't horses be taught to tolerate the presence of bikes on the trail, so that mountain bikers can safely share trails with equestrians? No: "The other advantage for an equestrian, sometimes, is that if the horse is trying to avoid an obstacle/collision, the rider may be already out of the way of impact due to the horse's reflexes in avoiding the obstacle. Horses have reflexes 10 times faster than humans, so I'm told. So the injured rider usually has injuries not due to collision with the biker but instead with trees, rocks, falling, or other trail issues. Falling on her back and hitting her head are the main culprits for equestrian riders. I now ride with a helmet to protect at least one part of me. Hopefully I will not land on my back if I go off; and if I have a choice, I'll try to roll. Another helpful piece, try to ride a horse that has some sense and some training rather than a green one or a colt, if possible. No matter how well trained, however, that is not a guarantee that the rider will be safe in an emergency." "The other problem with horse reflexes is that should they wheel and try to gallop out of danger, often the rider is already thrown half out of the saddle and is off balance due to the spin. Then the rider can hit the ground with great force, or worse yet, hit their head on a rock. Also, a panicked, otherwise completely sensible horse can back you off a cliff, fall with you and roll over on you, saddle, horse and all. I have very well trained, level headed horses that can meet many challenges that would frighten another horse. I am a very experienced rider who was riding with a friend who is a horse trainer. Both horses were frightened by the sudden, silent appearance of some speeding bikes. One horse spun so hard that my trainer friend was laid out flat on his neck, but didn't come off. My horse, a nearly bomb proof mare, freaked out and started backing up toward a cliff. I got her stopped just as her hind legs went off the edge of the cliff. I've had this mare for 14 years, she's never tried to back off a cliff before. Another variation is that once off balance on a spinning horse, the horse remains on the cliff, but the rider is thrown over the side, rolling and bouncing all the way to the bottom. ... You can get a horse trail ready, but you can NEVER train the flight response out of a horse." "I and 2 other gals were all injured in an accident precipitated by a mountain biker who was wearing ear buds, and bombing down a narrow mountain trail. MB Websites have posts & pictures from mountain bikers bragging about AVERAGING 20 mph on that same trail. The mountain biker hit the first horse and they all spun and ran. We all had concussions, one gal suffered a compression fracture of her spine, the second such injury in ONE WEEK, due to an equestrian mountain bike accident. I was wearing a helmet and still got a concussion and back injuries. My horse suffered abrasions down to her tendon sheath on her hind fetlocks. If her injuries had gotten infected, that would have been it for her. The 2 gals I was riding with had been riding all their lives and one is a breeder and trainer. I was the rookie having been riding and owning horses for only 20 yrs. All the horses were well accustomed to bikes on the trail. You can't train them to be non reactive zombies when their life is threatened and a biker never stops."

Note: I was the Chair of the Wildlife Committee of the Sierra Club's San Francisco Bay Area Chapter for a decade. During the same period, I studied conservation biology and the environmental impacts of mountain biking, which are summarized in my paper "The Impacts of Mountain Biking on Wildlife and People -- A Review of the Literature": <http://mjvande.nfshost.com/sch7.htm>.

P155-1
cont'd

From: "WSTF" <wstf@foothill.net>
 Subject: [wstfbog] FW: Mountain Biking
 Date: January 11, 2012 10:48:29 AM PST
 To: <wstfbog@yahoogroups.com>
 Reply-To: wstfbog@yahoogroups.com

-----Original Message-----
 From: Mike Vandeman [mailto:mjvande@pacbell.net]
 Sent: Monday, January 09, 2012 10:19 PM
 To: Recipient list suppressed:
 Subject: Mountain Biking

Please share with all appropriate and interested parties.

Bicycles should not be allowed in any natural area. They are inanimate objects and have no rights. There is also no right to mountain bike. That was settled in federal court in 1994: <http://mjvande.nfshost.com/mtb10.htm>. It's dishonest of mountain bikers to say that they don't have access to trails closed to bikes. They have EXACTLY the same access as everyone else -- ON FOOT! Why isn't that good enough for mountain bikers? They are all capable of walking...

A favorite myth of mountain bikers is that mountain biking is no more harmful to wildlife, people, and the environment than hiking, and that science supports that view. Of course, it's not true. To settle the matter once and for all, I read all of the research they cited, and wrote a review of the research on mountain biking impacts (see <http://mjvande.nfshost.com/sch7.htm>). I found that of the seven studies they cited, (1) all were written by mountain bikers, and (2) in every case, the authors misinterpreted their own data, in order to come to the conclusion that they favored. They also studiously avoided mentioning another scientific study (Wisdom et al) which did not favor mountain biking, and came to the opposite conclusions.

*damage context
 > studies written by mt. bikers*

Those were all experimental studies. Two other studies (by White et al and by Jeff Marion) used a survey design, which is inherently incapable of answering that question (comparing hiking with mountain biking). I only mention them because mountain bikers often cite them, but scientifically, they are worthless.

Mountain biking accelerates erosion, creates V-shaped ruts, kills small animals and plants on and near to the trail, drives wildlife and other trail users out of the area, and, worst of all, teaches kids that the rough treatment of nature is okay (it's NOT!). What's good about THAT?

For more information: <http://mjvande.nfshost.com/mtbfaq.htm>.

--

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

Please don't put a cell phone next to any part of your body that you are fond of!

<http://mjvande.nfshost.com>

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P155-1
 cont'd

From: "Judy Suter" <jgsuter322@gmail.com>
Subject: [wstfbog] Bikes on the WST
Date: August 22, 2012 11:16:29 AM PDT
To: "WSTF BOGS" <wstfbog@yahoogroups.com>
Cc: "Jaede Miloslavich" <jaede@sbbmail.com>, "Rts" <rtsforestry@gmail.com>, "Jennifer Montgomery" <jmontgomery@placer.ca.gov>
Reply-To: wstfbog@yahoogroups.com

Fellow Board Members,
 I am passing this along from Jaede who manages the Park Watch website for ACE. This is very sad commentary for the WST. There are already many equestrians who are afraid to ride/preride the trail that we put so much time and money into. Bikes should not be allowed on this historic trail. It is not a safe, multi-use compatible trail. There will be many more Crystal Costa incidents and fewer Tevis riders.
 Judy

-----Original Message-----

From: Jaede Miloslavich [mailto:jaede@sbbmail.com]
Sent: Wednesday, August 22, 2012 9:45 AM
To: Judy Suter
Subject: Fwd: Fwd: Bikes on trails -- one pt of view

Judy,

Would you please bring this up to the WSTF Board? The YouTube videos will show the extreme speed that the mt. bikers are using on the trail, and the comments show that there is a contingent of mt. bikers who are willing to use intimidating behavior to get horses off the WST.

Remember, when they deliberately lock up their brakes, they are trying to spray your horse with rocks, or to show you just how out of control they are going downhill at high speed as they slide by. Intimidating behavior to get the trail to themselves...

I am hoping that the WSTF strongly protests the use of the WST for any mt. bike race events in the future.

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Go here to see the comments are posted on the YouTube video of the biker on the WST before the Sierra 100 bike race:

http://www.youtube.com/all_comments?v=39hMk-p CG8

These videos were posted by the race promoter on his website.
From the Comments...regarding the Western States Trail:

"Wow, this? looks like a great spot for some very large group rides I have planned. I'm a local tour guide always looking for new places to bring my out of town guests. I'll spread the word! Thanks!

"Certainly! There is no need to bring water. These streams are flowing with the freshest water to drink. Don't mind the horse shit on the banks and in the water at the crossings.? Just go downstream a few feet to drink; the creeks contain special rocks for filtering the germs. If you run into any horses, lock up your breaks in protest and remind them, "Horses have no business on this trail!!!"

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cont'd

Battle brewing over Malibu Creek Park trail use

Published:

Wednesday, March 23, 2011 12:08 PM PDT

Cyclists believe they are discriminated against; equestrians say high speeds from bicyclists endanger safety on the trails.

By Paul Sisolak / Special to The Malibu Times

Equestrian enthusiasts and mountain bikers are at odds over a proposition to give better access to bicycles on two trails located within the Reagan Ranch at Malibu Creek State Park.

Since a well-attended March 2 public meeting where parks officials discussed a possible trails realignment, which could allow bikes on the Yearling and Lookout paths, both camps have spoken out on both sides of the issue.

Members of the horse riding community, joined by pedestrians and hikers, maintain that bicycles on the trails travel at high speeds, endanger safety, scare animals and constrain space. Cyclists counter that they are a misunderstood breed, and are discriminated against with false misinformation.

CORBA, the Concerned Off-Road Bicyclists Association, is the lead agency advocating for the multi-use changeover. CORBA President Mark Langton said that mountain bikers, especially the group's 300 members throughout Los Angeles and eastern Ventura counties, have few places to ride their two-wheelers in the Malibu area.

"We've been asking for these trails to be opened for many, many years," Langton said.

One solution mountain bicyclists are seeking is to gain accessibility to the trails, and connectivity from Yearling and Lookout to the adjacent Paramount Ranch. Since California State Parks began considering the matter in 2008, the group believes it has been unfairly maligned and is only seeking some trails use fairness.

"We're not trying to restrict anyone's use of the trails. We're just trying to be treated equitably," Langton said. "Mountain bicyclists and CORBA are not fighting against anybody. CORBA simply wants to be recognized and treated fairly and equitably."

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Langton said that while he doesn't have statistics, he believes the unfair treatment is in the numbers. He believes that horse riders comprise 5 percent to 10 percent of visitors on the Yearling and Lookout trails. Cyclists, he said, are the larger user group, amounting to five times as much.

The volume of bicyclists is why Ruth Gerson's big criticism with the multiuse proposal comes down to safety. The Agoura resident rides the trails twice a week on her horse and said that she has regularly seen bicycles silently race down the winding Lookout Trail slope, sneaking up on and frightening horses and endangering others with their speed. It discourages people from visiting again, she said.

"The problem with multiuse trails [is others have to] default to mountain bikers because the bikes are so fast the pedestrians and equestrians have been hit," she said. "It's not fun going on a trail when you know someone's going to come up behind you and hit you. We're happy to share trails but it has to be safe. Otherwise, why use them? We're being driven off the trails."

Like CORBA, Gerson believes that the equestrian community also bears the brunt of misinformation that its members are anti-bicycle.



"There are a lot of decent, respectful mountain bikers, but they're not all like that," she said.

In the middle of the debate is Craig Sap. Acting superintendent of the State Parks Angeles District in Calabasas, Sap moderated the March 2 meeting and said that a realigning of the two trails wouldn't include more cyclists or exclude any horses, rather, the creation of step-off areas or "passing" lanes could accommodate both since the trails are naturally very narrow, where blind spots are common.

"What we'd do is identify what needs to be done," Sap said. "The trail may be fine in its configuration, but we need to work on line-of-sight issues."

Sap said he understands the concerns of both camps, that cyclists are discouraged from using the trails because connectivity to Paramount Ranch is poor and the concerns from equestrians about safety.

"We can allow for linkages from one area of the park to the other that they didn't have," he said. "They're kind of cut off."



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As for the equestrians, Sap noted that their grievances, mainly high speeds, are too important to be denied in determining if the change in trail use ever goes through.

"From their standpoint, it's not safe," he said. "They tend to have a speed differential between horses and bikers that's too great for their concerns."

Sap also said that State Parks has strongly considered the modification because the Yearling Trail, in particular, sits in a low-lying meadow preserve and suffers rain damage and erosion too easily.

"From a maintenance perspective, it was more work," he said, adding, "We can move the trail into an area where it becomes more sustainable."

State Parks is still far off from changing the Yearling or Lookout trails, if at all.

Sap said the process needs to be vetted more. An environmental impact report would need to be done, which could take a minimum of several months. There are also other possible roads that could derail the change in use, he said. For example, an archaeological study could prove the entire area contains a Chumash village and cannot be tampered with.

"We haven't decided what we're doing," he said.

Sap still is receiving public comments from bikers, equestrians and anyone with input on the trails realignment.

"We have to recognize that our trails should be considered for multiuse," he said. "It's supposed to be, for the most part, accessible for most users."

P155-1
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Arizona

BIKE EQUESTRIAN ACCIDENTS, MY EXPERIENCE

By Kelly Schwartz

Oct 26, 2011, 02:00

The debate over bikes and horses sharing trails has raged on for some years now. In 2004 my family and I moved away from Sonoma County, CA to Prescott, AZ. A major part of our decision was the abundance of trails and the moderate climate which allowed for year round golfing, my husband's passion, and horseback riding. I was vaguely aware of the horse versus bike debate in Sonoma County. But busy with a demanding job and family life, it occupied a small corner of my mind, if I thought of it at all. I recall being alarmed after hearing about a deadly accident at a state park where I often rode with my young daughter. It was something about a horse rearing to avoid a high speed mountain biker who never stopped to help the severely injured rider. And then there were the public meetings intended to address environmental damage caused by trail users in the much loved park. The solution adopted was to drastically narrow the trails and line them with boulders, a remedy that greatly increases the risk of injury to horses on the busy trails. I stopped riding there. From what I hear now, years later, the state park has largely been abandoned by equestrians and frustrated park rangers are losing the battle to protect it from environmental resource damage and illegal trails. And it is only one of a number of parks in CA where close calls and occasional injury accidents at the hands of aggressive, fast moving bikes have resulted in equestrians abandoning them over safety concerns.

All that had long faded to the back of my mind by August 3, 2011 when I set out for a nice ride with two friends, Deb and Carol, on a Wednesday morning. All of us were on our own horses and they were well accustomed to mountain bikes on the trails since we ride that particular trail near my house several times a week. Deb had purchased Utah, her paint Tennessee Walker, several months earlier. Utah was the lead horse, a 9 year old gelding that was purchased because he is a solid, gentle trail horse. Carol was riding Loretta, which she described later to someone as, "not the best horse for the situation which would follow." That being said, Carol and husband Clare have 10-12 Missouri Fox Trotters all excellent, experienced trail horses. So that Loretta was not her best horse, by no means meant she was inexperienced or flighty. There was no one on the boulder-strewn, narrow mountain trail for the first four miles of our ride. Then the three horses stopped in unison looking ahead on the trail. Through the trees we could see the figure of a mountain biker racing streaking through the trees, legs pumping away and his head down. I would estimate he was maybe 40 feet away from the horse and rider in front. At 20 miles per hour, he was advancing more than 29 feet per second

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which gave us less than 2 seconds to get out of the way! In our rocky mountainous terrain, a 40 foot line of sight is rare in many places. We started yelling immediately for him to stop. Had we all the time in the world we could have gotten off the trail, however with three horses amidst the boulders, time did not allow for evasive measures. The bike rider, who was wearing ear buds, looked up at the last second slowing down as he hit the left leg of the horse in front as it spun, jumping to the right over boulders to avoid the collision. Deb, the horse's owner/rider, isn't sure whether not the bike rider made contact; she was just trying to hang on. Deb's horse, Utah, bucked several times as he ran, and she finally went off on the third or fourth buck, but who was counting by that time. Meantime, my horse, Mia, and my friend Carol's horse, Loretta, were whirling around and taking off back down the trail. My last glimpse of the bike rider was as he was putting one foot down to stop and park his bike. All this happened on a multiuse trail that is a favorite with mountain bikers. Their online posts on mountain biking websites boast they can travel in excess of 20 mph catching air over the water bars which make for great jumps on this trail.

I tried to activate the one-rein stop as was Carol, but the terrified horses were running for their lives. I looked around for a boulder free place to bail as we raced after Carol and Loretta. Mia then veered off trail to the right heading for a tree with a low branch jutting off to the left. I tried again to turn her to no avail. Trying to avoid a collision with the 5"-6" inch diameter tree branch, I kicked loose my stirrups and positioned myself to dive off the left side of my saddle. My body hit the tree limb at a dead run, and then fell to the ground. I don't remember the impact or falling, I had been knocked out despite the helmet I was wearing. I remember coming to, feeling horribly nauseous with terrific pain in my lower right back. Feeling panicky I stood up as fast as I could even though everything was spinning around me. Hands on my knees, head down, dry heaves and vomiting wracked body. My head cleared somewhat, and I trudged down the trail hoping to find Carol or my horse, Mia. There's a 20-30 foot slab of horizontal granite that the trail crosses further down from my fall. That's where I found Carol, sitting on a boulder. She looked dazed and said her horse slipped and fell down on top of her on the granite slab. She didn't remember the fall, and had the breath knocked out of her and had trouble breathing. She seemed reasonably lucid and okay but not able to walk, so I kept walking trying to get cell service on my phone as I walked. Did I mention this was Arizona and the forecasted high for that day was in the 90's? I called Karen, a BCHCAZ board member telling her what happened and asked her to call area equestrians to help us. I later called her back asking that she notify the sheriff so we could file a police report. With my hand on my right upper hip, which was throbbing by then, I kept walking. A woman runner came up behind me with a pair of reins in her hand asking if I needed help. She also told me the biker was helping Deb down the trail and Carol was walking out as well. I waved her on since I could only walk, and running, she would get

P155-1
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to the trailhead long before I would. A few minutes later her husband on horseback came upon me. He offered his horse for me to ride, however, I was too dizzy to trust myself on a horse I didn't know and declined. He said Carol was not far behind so I rested on a boulder, waiting for her. It lessened my anxiety considerably to have Carol walking with me. I found my horn bag with 2 water bottles which had fallen off my saddle somewhere along the trail; it helped to have liquids to drink in the building heat of the day. We were now in an area only a few miles from the trailhead and my cell phone rang. It was dispatch for the EMT's who were summoned by the 911 dispatcher upon receiving the request for the sheriff. By that time, Deb had called Carol to say she could walk, but had also been knocked out and had an egg -sized lump in her head. Someone else also called Carol to say the horses had been found and were at the trailhead. We declined the helicopter rescue which was on standby. There was little place to land nearby in the canyon anyway with the boulders and dense brush. Carol and I were met on the trail maybe a mile from the trailhead by 3 EMT's who were searching for us. They did a rudimentary assessment. Two returned to the trail head with Carol and I while the third EMT was directing others in his crew trying to find Deb. We were all worried she had a serious head injury and needed emergency transport to a hospital. My friend, Karen, met us as we approached the trailhead. She said Mia had been hurt which was really upsetting. As I was passing through the gate, the sheriff's deputy asked about the accident, but I couldn't talk. Overcome by asthmatic-like chest tightening and struggling to breathe, I could barely stand. I was rushed to a waiting ambulance where the air conditioning helped enormously. I was assessed, refused an ambulance ride to the hospital and insisted on getting out of the ambulance so I could check on my horse. By then the saddles and tack had been put into our horse trailers by the handful of equestrian friends who had dropped everything to rush to the trailhead and help. Three of Mia's legs were bloody and bleeding, and there was no recognition or acknowledgement in her eyes as I pressed my hand to her neck. I called the Prescott Animal Hospital Equine Center to get a vet for Mia. A few minutes later they called me back. Dr. Nolte was in the area and could meet us at the barn within minutes. By then the sheriff's deputy had finished interviewing all three of us and the bike rider. The deputy approached me saying he wasn't citing anyone because there was no violation. Stunned, I said, "But he was going really fast!" The deputy got his back up and said, "you people need to learn to share the trails. When I ride my mountain bike on these trails, I ride slowly. " With the sting of that unnecessary rebuke, I just said, "Most people do." He made the same demeaning remark to Carol as well.

By now, our equestrian friends were loading Deb and Carol's horses into Carol's trailer and Mia into my trailer. With Karen driving my truck and trailer we headed home and I called the vet again to say we'd be there shortly.

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We were just leading Mia into the barn when Dr. Nolte and his vet tech, Bobbie, pulled in behind us. They immediately gave Mia a shot to deal with pain and anxiety and went to work on her wounds. Her rear fetlocks had deep abrasions down to the tendon sheath. Her right front had a gash through the coronary band and I could see down into the hoof itself. Her left front leg had a swollen tendon. Mia is the friendliest, most confident and sensible horse I have owned in my 20 years of having horses. I'd never had a horse like her before. She loves people, and assumes they all love her and would always walk over to nuzzle a visitor. Although a four year old, I rode her alone a number of times encountering such random horse monsters as bulldozers belching diesel smoke and construction workers on a roof top with pneumatic hammers. She handled all with no more than a curious glance.

While obedient and compliant, in the immediate aftermath of the accident, Mia's lack of recognition of me and indifference to everyone else alarmed me. Dr. Nolte responded that she was probably in shock as well as injured. As Dr. Nolte finished up, pain and exhaustion returned and again, I had trouble breathing, struggling for every breath. He and Karen helped me to Karen's vehicle and we headed off to the ER. My husband called while we were on our way. He had gotten my earlier text message after finishing golf, very alarmed as you can imagine, and he met us at the ER.

All three of us had concussions. Carol has a compression fracture of her spine. A month later now, we are still recovering and the extent to which our injuries may be permanent is not yet known. As bad as the accident was, in our worst nightmares we could never have imagined what would happen next. We have been vilified, slandered, mocked and accused, even by BCH members of our chapter, of being responsible for our own accident.

But first, we undertook the effort to recover compensation for our damages. We've been told by several people that the biker was clearly negligent, travelling at an excessive rate of speed for the conditions and compounded it by wearing ear buds and he could be held responsible in court. That's easier said, than done, as it turns out.

We have incurred tens of thousands of dollars in medical and veterinary bills and the bills are still coming in. We assumed we could collect from either the biker, the City of Prescott or the Prescott National Forest. The City of Prescott had embarked a year and half earlier on a tourism campaign to attract mountain bikers and make Prescott one of the premier mountain biking destinations in the West. When our chapter heard about it we were very concerned about safety issues and decided to be proactive and partnered with the Prescott Saddle Club to issue a resolution asking that the speeds mountain bikes are capable of achieving, be regulated in some way for the safety of other trail users. We never had the courtesy of a reply from either the City of Prescott or the

P155-1
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Prescott National Forest. A local non-motorized trail user's organization that claims to represent hikers, bikers and equestrians issued a letter opposing our resolution. We had numerous meetings with recreation managers within the Prescott National Forest trying to address signage and other measures to improve safety on multiuse non-motorized trails, to no avail, even when a local mountain biking group supported the recommendations. The City of Prescott and the Prescott National Forest collaborated on a recreation map that misrepresents virtually all multiuse non-motorized trails in the Bradshaw Ranger District as bike trails and color codes them by level of difficulty. It seemed to us that after a year and a half of blowing off safety concerns by such a respected organization as Back Country Horsemen and publishing their map which would lead most mountain bikers to conclude that the trails were only for bikes so they can let it rip, might qualify as contributory negligence. Did I mention that the week before our accident another equestrian also sustained a compression fracture to the spine after her horse was startled by bikes? Ours was the third injury accident in five months in the Bradshaw Ranger District with a total of six equestrians injured. Two of the three accidents involved mountain bikers from out of the area. Gee, might there be a connection for the sudden increase in frequency and severity of injury accidents and this map? An attorney, who had earlier rejected our case, called back, after receiving a follow up phone call from a retired judge friend of mine and agreed to represent us if some entity would at least cite the biker. He didn't care whether the Prescott National Forest issued a citation or the sheriff's office. But without a citation, it was a messy, "he said, she said." A follow up conversation with a sheriff lieutenant found the lieutenant sympathetic and encouraging that we pursue getting legislation passed so he could cite bikers in these types of instances. He says he's clocked them going 30-40 mph on trails. But currently, while motor vehicle laws do apply to bikes on roads, there's nothing that addresses their speed or behavior on trails. He further told us, that until there's some sort of law in place, the free-for-all will continue. As it turned out, the 43 year old, Anaheim biker responsible for our wreck was unemployed. You can't get blood from a stone. There's no point in pursuing the issuance of a citation by the Prescott National Forest. There would be at least some satisfaction were the biker to receive a motor vehicle citation that went on his driving record as a moving violation for excessive speed, driving too fast for the conditions, failing to be in control of his vehicle or just SOMETHING, ANYTHING!! And finally to sue a government entity entails a lot of extra work for an attorney and they need to be familiar with casework in the Federal Courts. This means that the damages need to be fairly substantial for it to be worthwhile for an attorney to take such a case. Generally, that requires a wrongful death lawsuit or catastrophic injuries such as paralysis or irreparable brain damage.

But the worst part of our experience for which we were totally unprepared for, was the reaction of others especially equestrians who we had previously regarded as like-

P155-1
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minded individuals if not actual friends. I penned an email to an associate in a Flagstaff horsemen's organization. The email stated the facts of the accident and did not pass judgment in any way on the biker who caused our accident or bikers in general. As we all do unthinkingly, she forwarded it to a few people, who forwarded it to a few people and the chain reaction started. It ended up on a online MTBR forum for Arizona with my name and BCHCAZ ridiculed, disparaged and slandered. An equestrian member of both the Prescott Saddle Club and BCHCAZ, who had never talked to me or the other two women in our wreck, made things much, much worse by mischaracterizing the accident as due to green riders , green horses and pretty much implied the wreck was avoidable and clearly our fault. That spurred even more personal attacks and threats. My name and my home address have been posted on the website. The infamous BCHCAZ resolution addressing bikes' speeds was also posted on the website and ridiculed. Mountain bikers regard any curbs on their speed as violating their inalienable rights which they feel supersede the safety of anyone else. It almost seemed an orchestrated campaign to viciously attacked BCHCAZ and myself as radical and extreme and by extension, all equestrians were deemed to be extremists who want to kick bikers off the trails. Yet when offensive, obscene comments from bikers on their websites are pointed out; it's dismissed as the rants of a small number of kooks and the vast majority of bikers are not like that. Following the accident, a self-nominated group of trail users from different disciplines got together to address trail safety working with the National Forest trails manager, a mountain biker, and the trails manager for the city of Prescott, also a mountain biker. We, the three Prescottteers involved in the wreck, had high hopes that it was, at last, a serious effort to address trail safety and mountain biking speeds... NOT! Carol's husband Clare refers to the equestrians in the group as a bunch of Neville Chamberlain's

Here is how they now spin the story of our wreck. This was written by a BCHAZ state board member, Denny Murray, one of the self appointed types on the newly formed trails committee. It was posted in an online forum of the local paper in response to a front page , fairly balanced, article written about the rash of recent injury accidents involving equestrians and caused by mountain bikes;

"1. "Meetings on trails between bikers and horsemen often have disastrous outcomes" is an incorrect statement. This headline would be correct if "often" was replaced by "seldom".

2. "The horse is startled and reacts, usually dumping it's rider and running" is another untrue statement. My wife and I have owned 21 stock animals in the past 35 years. Seventeen of those were used for trails and or competitions, such as cross country

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○ racing, eventing, dressage, fox hunting and jumping. We have been dumped many times, usually due to mistakes on our part, and we have never had our horses, or mules run away. Nor have we witnessed this occurring with other riders we have ridden with who have been dumped, also we have never seen all horses in a group react and dump all riders.

3. Carol failed to mention that they saw the bike coming at a distance and instead of taking evasive action and moving off the trail, they started yelling at the biker with the excuse that there was no place to get off the trail. We rode the entire trail last week with the PNF personnel and there is no reason horses could not get off the trail in the area of the accident.

4. She also failed to mention that the greenest horse was in the lead, this is a definite "no-no" and is a set-up for an accident. It doesn't have to be a biker, it could have been a hiker, runner, deer, fox, coyote, bird. To me this is akin to driving on a two lane highway, having a HARLEY HOG coming at you head on in your lane and honking your horn rather than pulling off on the shoulder to avoid a collision.

5. I have not witnessed most bikers riding with their heads down. But I have noticed many horsemen and horse women who were unable to control their animals. "

○ And here is the outraged response of one of my fellow "Prescoteers, Carol Ross"

"I did not write the article, I was asked by a reporter to comment on the accident. We have ridden those trails for over 10 years and encountered many bikers that yielded and stopped but when you are hurt by a biker that doesn't yield and stop and you are almost killed, it doesn't matter if it is often or seldom. Three separate accidents hurting 6 riders in five months is unacceptable. There may be more, I don't know everyone who rides Prescott's trails. Does someone have to die to get your attention? My horse didn't throw me, she ran, slipped on a slippery rocky surface and fell on me. I remember her slipping but have no recollection of hitting the ground. Most terrified horses will run back to their horse trailer. That is exactly where these horses were going.

We saw the biker through the trees and I yelled horses one time. The horses spun and ran. There was no time to ride off the trail he was coming so fast. It is apparent to me that you are generalizing based on your past experiences and not on what actually happened.

○ The lead horse was a 9 year old gelding and was purchased because he is a solid, gentle trail horse. Even gentle trail horses do not like to be hit by a biker and that is what would have happened if the lead horse had not spun and ran. I made the comment to someone that I wasn't on my best horse. That is true, I have several others with more experience but the one I was on normally pays no attention to bikers that yield.

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If you haven't noticed bikers riding with their heads down then you need glasses. It is obvious to me you haven't ridden Prescott's trails lately except with an entourage of forest personnel. The faster they ride the more they watch the ground so they don't hit a rock, log, rut, wet spot, etc, etc. etc. If the biker had been looking ahead to see an equestrian, hiker, small child, dog, another biker, he would have seen us and stopped without mishap. We don't object to bikers riding slow that are courteous, yield and stop. The new young breed of bikers like to race down the mountains at high rates of speed and taking jumps as they go. They brag about blowing out their front shock from so many landings!!! I have read the bikers' reviews of our trails and they rate them for "thrill, adventure, fear," and they are the ones we are seeing more and more of.

The article said the horse and I had recovered. The horse has lameness issues due to tendon damage on the rear legs and hoof damage on the front leg. It will be a long healing process, maybe as long as a year to grow a new hoof. I am left with a compressed, fractured vertebrae which is permanent damage and may cause more pain and disability in the future.

We read the summary of your horse/biker meetings and didn't see anything about real "laws, rules, regulations" with fines, and bikers that can be cited with real consequences. The sheriff's deputy got no contact info on the biker but we have been able to contact him through our own sources. He is an unemployed, California biker that claims to have no assets and now residing in the area. He seriously hurt three tax payers that spend thousands on their horses, tack, trucks, trailers, barns, horse feed, etc. etc. etc. The mayor and council want to attract folks like him, they may buy a sandwich and a beer after they ride."

This is THE major public lands equestrian access issue of our time! For if equestrians are so at risk of injury on trails popular with aggressive mountain bikers having no speed or vehicular operation rules, equestrians will not ride those trails and the trails might as well be officially closed to stock. For any equestrian to smugly proclaim to be all about supporting equestrian access to public lands only to run for cover at the first hint of opposition or criticism, is the epitome of spineless hypocrisy. It's not fair to pick and choose which public lands you will fight for access to and which you will not, based solely on your own personal riding preferences or only on what may be an issue where you live and ride. Either do the job you agreed to do and take the stand on the issues according to our mission statement or get out of the way. Whatever happened to, "When the going gets tough, the tough get going?"

I don't know how this will all turn out. Equestrian groups are often approached under the guise of working together and sharing the trails by mountain bike groups. The end result is that signage, bells on bikes and endless meetings about playing nice together are half

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measures that only partially work and delay the inevitable and will fail to be enough unless the issue of excessive speed is addressed! Equestrians will be dismissed as shrill whiners and horses deemed too flighty and unpredictable to be allowed on trails altogether. The close calls and injuries will continue until equestrians are too intimidated to ride the trails and bad behavior is again rewarded. I dearly hope BCHA does not allow itself to be play for fools like so many others have been.

It is also morally bankrupt to always blame equestrians or their horses for their accident . There are too many of them to ignore and it is always the equestrians who get hurt, never the bikers. Most intelligent people would regard that as a pattern. There's little difference between blaming the equestrians for such accidents and blaming the battered spouse for her injuries accusing her of making her husband mad and repeatedly running into his fist. If you are one of those who engage in that kind of character assassination, the next death is your fault. As one equestrian victim of two bike caused injury accidents said, "I'm just as dead whether I die from someone else's careless speeding on the road or careless speeding on the trail." And when you allow the kinds of speeds bikes are capable of, on trails shoulder to shoulder with hikers, kids, dogs and horses, deaths and serious injuries are going to pile up until others are forced to abandon the trails. There's a reason bikes are not allowed to rip around at high speeds on city sidewalks. Our trails are not race tracks! What they regard as a minor, "Oops, sorry," could kill someone. If equestrians keep turning on each other, we only compound the challenges we face and look like fools to everybody else.

If you or any other rider you know has been involved in an incident involving a bike, please take time to fill out a report and email it to: bchcaz@bchcaz.org putting, "Attention Jim Higgs," in the subject line. Or mail to BCHCAZ, ATTN: Jim Higgs, P.O. Box 4486, Chino Valley, AZ 86323.

www.bridleandbit.com

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<http://westernfrontonline.net/news/13473-arboretum-trails-restored-after-bikers-tear-some-up>

Arboretum trails restored after bikers tear them up

Written by Courtney Price
Tuesday, 10 May 2011 04:31

City workers restored a trail that had been damaged by man-made mountain bike courses in the Sehome Arboretum on Monday, May 9.

The trail stretched more than a 1/4 mile with six different jumps, several carved turns and various other obstacles that completed the bike course ending near the parking lot of Birnam Wood.

It is important to return the arboretum to its natural state, said Dave Engebretson, a Western geology professor and the president of the Sehome Arboretum.

"The city made it a top priority to restore the trail by pushing back other projects to start this one as soon as possible," he said.

This project took precedent over others because the repairs required emergency attention, said Marvin Harris, parks operations manager for Bellingham Parks and Recreation Department.

When the trail was modified, it created a hazard for pedestrians with the large holes, logs and other debris used to create the course, he said.

The city was first alerted about the course last Thursday, and the trail was shut down during the weekend until crews could get out to fix the trail, Harris said.

On Monday morning, the city sent out people to mend the damage to the trail, he said. The cost of the repairs is dependent on the labor and material used by the crew.

Maintenance of the Sehome Arboretum is a joint collaboration between Western and the City of Bellingham. A board of governors is elected and responsible for any activity that takes place on the trails.

The board of governors is made up of a combination of representatives from Western and the City of Bellingham appointed by the Parks and Recreation Department, Harris said.

"The amount of engineering that took place to build the course was very impressive," Engebretson said.

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Some people, he said, have built an amazing area of jumps and banked turns that have destroyed the natural habitat of the area.

"If you're just riding and not cutting down trees, I don't think mountain biking has much harm on the environment," Western junior David McCasland said.

But Engebretson said the environmental damage caused to the trail was a huge concern for the city. It has created a huge liability for the parks department to have people speeding down the trail, he said.

The board first saw signs of a course being built a year ago but activity died down during the summer, Engebretson said. The production of the course has escalated within the past month, he said.

Western and the city have battled to keep a course off this trail by posting signs, said Randy Godfrey, lead gardener for Western. However, he said the signs didn't work and were constantly disregarded and taken down.

Several holes were dug around the course to get dirt for making jumps and other obstacles - what officials called an environmental concern.

One of the largest holes was 3-feet deep, 2-feet wide and 6-feet long, Engebretson said.

It is disappointing that people have damaged the natural trails, they had no right to do this, Godfrey said.

"It is going to take a while for the trail to heal," Godfrey said. "The city will probably try to close the trail by using debris and logs to help restore it back to its original habitat."

The key to the arboretum is preservation and the hope is that this will be the end of the year-long battle with the mountain biker's building courses in the arboretum trails, he said.

"Western students really appreciate the arboretum," Engebretson said. "We are very lucky to have a campus with a city park in its backyard. It should be treated with respect."

From: "Terri Sweet" <terrisweet@comcast.net>

Subject: Annadel closing south Burma trail for a year or more due to high number of medevacs for serious injuries to mountain bikers - nothing in the paper

Date: Mon, 17 Jan 2011 06:26:04 -0800

Quote from the forum:
 Happened to see the ranger while out today and found out that the new section of S. Burma, once done, will be closed for a year to allow it to settle. The original section at the bottom is open now and will remain so. He also said this section was chosen due of the high number of medevacs for serious head, neck and spine injuries

Some years ago there was a so-called "A Team" formed of mt.bikers and stupid equestrians to downsize some lovely Annadel roads, including S.Burma. There was a public meeting with hundreds of attendees to protest, but State Parks went ahead anyway. SP narrowed them and placed huge, huge boulders alternating on either side, forcing everyone on the same narrow tread, thus enhancing and furthering erosional effects. So, after this was done a friend and I were riding Burma and in plain open view, we see three mt.bikers rapidly coming downhill at us. Our horses saw them too and began backing up -- right into the damn boulders. We were screaming "STOP" loud as we could but their bikes were rattling so loudly they were deaf. Finally, the leader (they were all teenagers) lifted his eyes and saw us and stopped in time. My friend gave them what-for. I haven't been back to ASP since and have no plans to do so. The stupidity of deliberately NARROWING trails and forcing all users into each other's way is beyond comprehension. CB

-- Forwarded Message ----
From: JD Milo <jdmiilo@inreach.com>
To:
Sent: Monday, April 18, 2011 5:47 PM
Subject: Fw: [ACE ALERT] GOOD NEWS...State Parks says no mt. bike race on Western States Trail

ACE Members,

Because of the expressed concern about the mt. bike race on the Western States Trail this coming weekend, California State Parks Gold Fields District Superintendent, Scott Nakaji directed staff to speak to race promoter. Mike Lynch, Auburn SRA Superintendent, also quickly responded.

The good news is the race promoter has agreed to re-route the mt. biking portion of the event off the Western States Trail.

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I am sure ACE members appreciate the responsiveness and quick action of the State Parks administration and staff to their concerns regarding the appropriateness of mt. bike racing on the Western States Trail.

Thanks to everyone who contacted State Parks.

-Jaede

--
Jaede Miloslavich
Executive Director
Action Coalition for Equestrians (ACE)
www.acequestrians.org
To keep trails safe, make www.ParkWatchReport.org your homepage!

<http://brightpathvideo.com>
Events, Legal, Documentary, Scientific, Live Web Video.

----- Original Message -----
Subject: [FWD: Crews Battle Rogue Trails]- better formatting
From: <info@brightpathvideo.com>
Date: Sun, April 17, 2011 11:15 am
To: "Opinion " <opinion@marinij.com>, info@brightpathvideo.com

<http://brightpathvideo.com>
Events, Legal, Documentary, Scientific, Live Web Video.

----- Original Message -----
Subject: Crews Battle Rogue Trails
From: <info@brightpathvideo.com>
Date: Sun, April 17, 2011 11:12 am
To: "Opinion " <opinion@marinij.com>
Cc: info@brightpathvideo.com
Hi Brad.

Hope you print this soon to correct some mis-impressions:

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Who Really IS Building Rogue Trails?

I found this post on a local mountain biker forum MTBR Forums from Feb 13, 2011:

<http://forums.mtbr.com/showthread.php?t=674047>

â€œI ride illegal all the time. It is slightly less enjoyable than legal but my poor attitude on this one area is because I rode Hoo Koo E Koo, Rock Springs, and Tenderfoot with BMX (ashtabula equiped) as a kid. RIDE TAM. Be respectful to hikers, Take in an earfull and eat crow, pay \$225 tickets, and Ride at night.â€

In his recent report â€œCrews Battle Rogue Trailsâ€, I find it rather astonishing that Mark Prado would not mention the word â€œmountain bikerâ€ once but for the odd quote from district watershed engineer Mike Swazy implicating both hikers and bikers. It is misleading to accuse hikers of building rogue trails when most of the evidence for rogue trail building has pointed the eyes of the courts and forest managers at illegal mountain bike trail builders. I cite the IJâ€™s own story of convicted illegal trail builder Michael More, http://www.marinij.com/ci_9127375?source=rss&_requestid=3483883 , the recent rash of costly illegal mountain bike trails at Annadel State Park where [rangers state](#) that illegal bike trails, "are becoming so common that they just about double the number of legitimate ones at 5,000-acre Annadel, " and this from Lake Tahoe forest service managers <http://www.lvrj.com/news/53397297.html> "It's a national problem," said Garrett Villanueva, engineer for the agency's trails program at Lake Tahoe.â€

To implicate hikers in this type of trail building is laughable. Mountain bike tire tracks can be found on every off limits trail in the Tam watershed. What is painfully missing from the IJ report is the true cost of illegal mountain bike trail building and riding. This can be ascertained by making a California Public Records Act request of MMWD, the State and Marin County Open Space District.

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John Parulis

415-250-6520

One wonders why 2150 miles of trails aren't enough for mountain bikers.... Probably because mountain biking precludes paying any attention to nature, so that they quickly get bored with any trail they are allowed to ride.... Mountain biking CONSUMES nature.

Mike

http://www.moabtimes.com/view/full_story/6386496/article-BLM--Trail-Mix-cite-concerns-over-illegal-mountain-bike-trails

BLM, Trail Mix cite concerns over illegal mountain bike trails
by Craig Bigler
contributing writer Moab Times Independent

A faction of mountain bikers has been constructing mountain bike trails in areas dedicated to hiking, Bureau of Land Management officials said during a recent Trail Mix meeting. The group's actions are illegal in "hiking focus areas" designated in the BLM's resource management plan, according to Katie Stevens, a recreation technician with the BLM's Moab Field Office.

Local hikers who seek quiet and solitude told Trail Mix members they are offended by the creation of the new trails.

"I understand sharing all the areas that are designated [as focus areas] for other uses. But I don't understand why I have to share them all," said local resident Jacci Weller.

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Kimberly Schappert, of the Moab Trails Alliance, a group that also works with Trail Mix, said all user groups need to work together to develop use areas.

"It's a whole new generation of riders – different people," Schappert said, recalling how mountain bikers worked with the community to control off-road vehicles pioneering new roads on the Sand Flats. "I wish people like that would work with us. We need them to be working [with] Trail Mix."

The Trail Mix Committee advises the Grand County Council on non-motorized trail matters. It organizes volunteer efforts to plan and construct new trails, and maintain them.

According to a document recently produced by BLM Recreation Supervisor Russ von Koch, the resource management plan designates 29,000 acres of land as mountain bike focus areas, authorizes up to 150 miles of new mountain bike trails, reserves more than 2,000 miles of closed motor vehicle trails for potential mechanized [mountain bike] trails, and designates five existing trails for non-motorized use plus six trails designated as mountain bike trails.



Completion of three new single-track bike trails is in the works, von Koch said.

The BLM regularly authorizes five competitive events, 25 tour operators, and five shuttle companies for mountain bikes, according to von Koch.

But BLM recreation technicians reported to Trail Mix that a new mountain bike trail has been carefully constructed with a multitude of trail markers, flat rocks placed over sensitive soil crusts, and ramps built for travel over ledges. The trail was built in one of the few hiking focus areas, according to BLM officials.

This new construction "goes against the progress Trail Mix and others have made over the years," said Jennifer Jones, one of the BLM recreation technicians. "We're aware of several of these illegal trails. All we can do is continue to monitor and break them down and hope that in time people will realize these are illegal routes."

Signs prohibiting mountain bike travel were replaced by Jones and Todd Murdock two weeks ago, they said. The signs had been removed within a few days, Murdock said.



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Noting that the individuals who are illegally building bike trails are not among those who normally would have worked with Grand County, Trail Mix, and the BLM in preparation of the resource management plan, Trail Mix members echoed Schappert's invitation for those people to join Trail Mix as a way to help satisfy their needs for additional trails.

Read more: [Moab Times-Independent - BLM Trail Mix cite concerns over illegal mountain bike trails](#)

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http://www.sandypost.com/opinion/story.php?story_id=129660984247016900

Downhill bike park could hurt environment near Timberline



By Dennis Chaney

Feb 2, 2011

A recent public town hall meeting was held to discuss the proposed downhill mountain bike park at Timberline Lodge, but something was missing: The lodge operator, RLK and Co., declined to attend.

This park would be for downhill – or gravity – riding only. Most mountain residents have some familiarity with these parks because there is already one at Skibowl, but you may not be aware that a ski lift is not required for this activity.

The ski lift base that would be used in this proposal sits in the watershed for two critical habitat streams. If you go up West Leg Road after the snow melts, you will see why the U.S. Forest Service is requiring major restoration work to the base as part of the bike park proposal.

The Forest Service found extensive damage throughout the ski area caused by past construction, and this will be included in the restoration project.



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The park designers said this is their first experience with volcanic ash soil, also known as "moon dust." Some parks import soil or use additives, but this can't be done here because the entire trail system needs supplements. Riders deal with moon dust by wearing goggles and sometimes breathing filters. Under the most favorable conditions, the park will be open for about 90 days, but that's not accounting for inclement weather and poor trail conditions.

One of the requirements of the Forest Service study is to establish "purpose and need for action." It is important to note that in our region there already are two commercial lift assist parks and two more pending.

There are three non-lift downhill parks and one under construction on local public land, and there are numerous other places that offer downhill riding, but are not purpose-built parks.

Finally, there are hundreds of miles of trails on national forest land open to bikes. Most of these riding opportunities are about the same distance to Portland as Timberline Lodge.

A different experience

Not discussed in the proposal is that lift assist bike parks are used as venues for pro-am races and similar events. Without doubt, Timberline will be on the race circuit, and this is a major omission because these events will have a significant impact on the historic Timberline experience.

Whistler Bike Park has six bike events a season, and it's realistic to expect Timberline to promote up to two events a month during the summer.

Timberline Lodge is a National Historic Landmark of world renown and hosts nearly 2 million visitors a year. It is without question that a bike park will drastically change the summer ambiance.

Those with a love for Timberline because of its history, and its special connection to the mountain and nature, find this particular activity to be incompatible with the Timberline experience.

The impacted forest is part of this connection with nature and is the home of numerous wildlife species. One example: It already has been declared by biologists that the summer elk herd will be driven away. This forest should be loved and nurtured, not abused and torn up on a daily basis.

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Put on the brakes

Photos and videos of Whistler Bike Park can easily be found on the Internet. There is no denying that this is a high-impact sport. The majority of the 15 miles of trails will be side cuts gouged into the mountain and then subjected to daily "ripping and shredding."

What irony that the Forest Service is prepared to require an extensive restoration project to repair past environmental damage in conjunction with the unleashing of a downhill bike park, **arguably the most damaging recreational activity we can bring to an alpine environment.**

RLK has made it clear that it wants Timberline to be the "Whistler of Oregon." The Friends of Mount Hood, the Mazamas, other recreational groups and scores of citizens want to protect Timberline and the mountain from the needless destruction to the land and wildlife that will be caused by this proposal.

We encourage you to tell the Forest Service that you also want to protect Timberline.



Dennis Chaney lives in Portland and describes himself as "institutionally paranoid."

http://www.dailycamera.com/news/ci_17266025

Boulder staff recommends no bikes on open space

Plan goes to open space board, then city council

By Erica Meltzer *Camera Staff Writer*

Posted: 02/01/2011 11:54:53 PM MST

Linda Chang, left, and Radek Vesely walk with their dog, Rainey, on the South Boulder Creek Trail near Eldorado Springs on Tuesday. Mountain bikers had hoped to have access to the trail, but a staff report released Tuesday did not recommend allowing mountain bikes on existing open



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space trails. (PAUL AIKEN)
If you go

What: Open space staff members will present their proposal to the Board of Trustees. Public comment will be accepted.

When: 6 p.m. Wed., Feb. 9

Where: City Council Chambers, 1777 Broadway in Boulder

What: Open Space Board of Trustees will discuss the staff's recommendations during a study session. Public comment will not be accepted.

When: 6 p.m. Thu., Feb. 10

Where: East Boulder Community Center, 5660 Sioux Dr. in Boulder

For more information: westtsa.org



Citing environmental concerns and the potential for conflicts with other users, Boulder's Open Space and Mountain Parks director decided not to recommend allowing mountain bikes on existing open space trails.

The long-awaited West Trail Study Area draft plan, posted on the city's Web site at 9:30 p.m. Tuesday, proposes no new mountain biking opportunities in the city's most heavily used open space areas. However, the city will continue to try to buy private land along Chapman Drive to connect Boulder Canyon with Flagstaff Road and to work to connect Eldorado Canyon and Walker Ranch.

The recommendation means that mountain bikers will not get a trail connecting the northern and southern portions of the western open space.

"The potential for conflict was enormous," Open Space and Mountain Parks Director Michael Patton said. "This is our most heavily, intensively used open space area, with countless people having backyard access. Introducing another highly popular activity did not seem like a good idea."

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Patton said the city is in "active negotiations" to buy private land along Chapman Drive and a deal could be announced "within weeks."

Because there is a pre-existing dirt road there that is not open to the

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public, mountain bikers could use it without displacing other users or contributing to environmental damage to open space.

Working out an agreement with the state to allow access through Eldorado Canyon State Park to Walker Ranch is less likely in the near future, but Patton said the city has someone assigned to work on the deal, as well as look for opportunities to buy private land in the area.

The staff's recommendations fill in the gaps left by recommendations written by the Community Collaborative Group, which worked for more than a year to craft a plan for the West Trail Study Area, the swath of land west of Broadway stretching from Linden Avenue south to Eldorado Springs Drive.

The final recommendations of the Community Collaborative Group -- which was made up of 15 members representing a variety of user groups, including dog owners, conservationists and adjacent neighborhoods -- were arrived at by consensus and accepted by the Open Space Board of Trustees last month.

The community group's proposals include where dogs and horses will be allowed and which existing trails should be closed or officially designated. Any issues that the group could not agree on, including whether to allow mountain bikes access, fell to department staff to decide.

The staff recommendations go next to the Open Space Board of Trustees, then to the City Council.

Mark McIntyre, a mountain biker and member of the CCG who had lobbied strongly for at least one north-south connector trail in the West TSA, said he was very supportive of including Chapman Drive and Eldorado Springs in the plan.

But he is frustrated and disappointed that staff rejected a north-south connector.

"We felt we had not only a reasonable request for our user group and for the city, but also an entirely plausible and feasible one so that people would ride from their homes and reach the areas in the southern part of the West TSA," McIntyre said.

Michael Browning of Save Our Open Space Boulder, a group that strongly opposes mountain bike use on open space, could not be reached late

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Tuesday.

Pat Shanks, co-chair of PLAN Boulder County, which also opposed the north-south access sought by mountain bike groups, said his organization feels comfortable with the staff recommendation.

"In the 10 minutes I've had to look at it, it looks pretty good," he said.

He said the work of the CCG resulted in a series of recommendations that are less controversial than they could have been.

"The CCG did a remarkable job and made a lot more progress than anyone expected them to be able to -- on dogs, on horses, on closing some trails and opening others. They made really hard compromises on a number of issues."

Precisely because this recommendation comes from the staff and not from the CCG, McIntyre expects the debate to continue through the open space board hearings and city council meetings.

"I have a lot of respect for my fellow CCG members, but the fact that they pushed this to non-consensus was a disappointment," he said. "Our hope is that the political leadership in town will have the strength and the wherewithal to acknowledge our very modest and reasonable request."

Contact Camera Staff Writer Erica Meltzer at 303-473-1355 or meltzere@dailycamera.com.

Date: Tue, 1 Feb 2011 20:27:14 -0800
Subject: just posted on Park Watch Report
From: Karen Sullivan <greymare56@gmail.com>

from
www.parkwatchreport.org

New Rules posted at Pioneer Express trailheads - no mt. bikes. Mt. bikes and other wheeled users continue to be prohibited on narrow hiker/equestrian trail.

FOLSOM LAKE SRA - The Superintendents of Folsom Lake SRA and the Gold Fields District has directed the maintenance folks to post the Pioneer Express Trail with new legal signage that mt. bikes are prohibited on

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that trail. Because of the Pioneer Express Trail's extreme narrowness, steepness and sheer drop offs, for safety, mt. bikes have always been banned there.

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The Posted Order has been updated this year so Rangers can warn and cite illegal users. Because the older Posted Order regarding the Pioneer Express Trail didn't contain modern legal language, there was a problem with the citations holding up in court. That is no longer an issue.

The Center Trail and the Middle Trail (and 23 miles of other trails in Folsom Lake SRA) are still multi-use trails and can used legally by mt. bikes. Folsom Lake SRA is a a very popular mt. bike destination.

To see pictures of the proposed construction of the barrier to discourage illegal parking and trail use, as well as the trail map designating legal trail uses of the Pioneer Express Trail [CLICK HERE](#)

If you see illegal mt. bikers on the limited use Pioneer Express Trail, be sure to document the occurrence and report it here via the [INCIDENT REPORT](#).

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http://www.boston.com/yourtown/news/melrose/2011/01/new_dog-walking_biking_rules_a.html

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[All but bikers happy with plans for Fells](#)

Posted by Matt Byrne January 7, 2011 10:04 AM

Jonathan Wiggs/Globe staff file photo

Dogs will now be allowed to roam free at the Sheepfold.

By Matt Byrne, Town Correspondent

The state Department of Conservation and Recreation will undertake a broad, multifaceted evaluation of the Middlesex Fells Reservation and tweaked rules for the park, the agency announced this week.

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Dogs off-leash are now allowed at the Sheepfold, and mountain bikers are

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barred from using the park during the "mud season" until March. Enforcement efforts will be ramped up as well, including stricter adherence to the ban on off-trail use without a permit.

In a [Jan. 4 letter](#) written to the public by DCR Acting Commissioner Jack Murray, the agency also reaffirmed a commitment to enforcing rules that were scantily followed in the past, a pattern it first documented in a [trail use plan](#) released in September.

"The plan describes a culture of non-compliance with the reservation's rules, and a need to enhance enforcement at the Fells now," Murray wrote.

The letter comes after a two-month comment period following the September trail report. More than 2,500 responses from 2,000 individuals wrote, called, or e-mailed, the announcement said.

The Fells -- spanning portions of Malden, Medford, Melrose, Stoneham, and Winchester -- has become a battleground of sorts for its user groups.



Hikers, bikers, walkers, dog-owners, and preservationist groups have been at odds for years, arguing over who may have rights to its myriad of natural attractions, including the lattice of trails that cut through the 2,575-acre park.

The September report documented the competing interests of the user-groups for the first time.

The resource plan, a draft of which Murray said could be presented as early as July, will "document the full natural, cultural, management, and historic profile of the reservation and its management for appropriate uses," and will incorporate research performed for the trails plan.

Like many planning processes that includes stakeholders with differing interests, the announcement has pleased some and left others with a bitter taste.

"We are profoundly disappointed with this decision," wrote Adam Glick, President of the Boston chapter of the [New England Mountain Bike Association](#), in a statement yesterday. "A process was put out there that engaged very large numbers of the mountain biking community and offered an opportunity to rectify decades-long, inequitable policies at the Fells."



Glick said in the statement that the biking group will "likely remain

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committed" to working with the state during the upcoming resource management planning process.

"However, we have a very real fear that DCR's decision will be seen by the majority of the riding community ... as another promise not kept on gaining equitable access at the Fells."

Meanwhile, dog-walkers, who gained the sought-after right to let their canine companions roam off-leash at the Sheepfold were celebrating the announcement.

"Legal options for off-leash recreation at Sheepfold are long overdue," wrote Michele Biscoe, chairperson of the [Somerville Dog Owners Group](#), who said there is still an unmet need for dog-friendly spaces in the reservation.

The Somerville group, while technically not part of an abutting community, is drawn to the Fells as a nearby outlet from the densely packed Somerville cityscape, which has few large green spaces.



"Responsible dog owners are prepared to continue to work with the DCR to address this need in a way that respects the regulation of no off-trail use," Biscoe wrote in the statement.

The [Friends of the Fells](#) supports the recent decision to evaluate the reservation, said Mike Oliver, the group's treasurer.

"It was something we wanted in the first place," Oliver said in a phone interview. "We think they put the cart before the horse. The [resource management plan] should have come first, before the trails plan. It makes sense."

The Friends will continue to work with the state during the coming months, Oliver said.

"DCR seems to have some plan in mind as to what they'll be doing. I would say that at the moment we're fairly happy with it."

In a statement, [Sierra Club](#) director James McCaffrey said it "fully supports DCR's decision to develop a Resource Management Plan to address complex issues at the Fells, and we look forward to working with DCR to complete this process as quickly as possible."



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Obviously, the tide is turning against mountain biking. Boulder has always been a VERY bike-friendly place. IMBA headquarters is there! I don't agree with the dog- and horse portions, but the bike ban is an important milestone: it shows that rationality CAN prevail.

Mike

http://www.dailycamera.com/ci_17739472?source=most_viewed

Boulder: Dogs can stay; bike ban continues in West Trail Study Area

City Council also bans horses from heading off-trail on open space west of Boulder

By **Laura Snider** Camera Staff Writer

Posted: 03/30/2011 11:11:55 PM MDT

The Boulder City Council voted unanimously Wednesday night to continue to allow dogs on the Tenderfoot Chapman Loop Trail and the Saddle Rock Trail despite a recommendation from a community advisory group to ban dogs in those areas.

The decision is part of a larger management plan for the West Trail Study Area -- the open space land that lies west of Broadway and stretches from Linden Avenue south to Eldorado Springs Drive -- that the City Council approved Wednesday.

Council members also upheld the current ban on mountain bikes in the vast majority of the West Trail Study Area, and they voted for a new ban on horses going off-trail in most of the area.

The dog access recommendations that the council overturned Wednesday were originally created by the Community Collaborative Group -- which was made up of 15 members who represented a variety of open space

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users, from conservationists to equestrians to dog owners. All the recommendations from the community advisory group were arrived at by consensus, and they represented a series of compromises among the members made over 14 months.

The group's dog recommendations inspired an impassioned outcry from dog owners, but the Open Space Board of Trustees opted to support the bans in February, saying the community group's package represented a delicate balance.

But City Council members said their job was to take a wider view of open space management, which could include changing the Community Collaborative Group's recommendations.

"We heard from a number of people by e-mail and in conversations that it's important for City Council to adopt the West TSA as a package -- that it was the product of a consensus process that involved negotiating and trading and so forth and that, somehow, the whole plan would disintegrate if any pieces of it are touched," Mayor Susan Osborne said at the beginning of the meeting.

"I want to be clear. We see our jobs as a little bit different than that. We see our job as considering, perhaps, some broader policy issues that were not included in the West TSA plan ... and also as a court of last appeal."

Several council members argued that banning dogs on the Saddle Rock Trail and the Tenderfoot Chapman Loop Trail was not in the spirit of the directive in the Visitor Master Plan to find more "dog-free opportunities."

"I remember the discussion about wanting no dogs on trails," said Councilwoman Suzy Ageton, who was on the council in 2005 when the Visitor Master Plan was approved. "I remember that a number of people spoke whose interest was related to there being families with small children, older people, and those that have a fear of dogs."

Ageton felt that neither trail would benefit those groups, and the entire council voted to direct open space staffers to look for another loop trail at a lower elevation that could be made dog-free to serve the needs of those groups.

Despite changing part of the dog and horse recommendations, the council accepted the majority of the management plan as it was presented from the Open Space Board of Trustees.

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Those recommendations include closing 42 of the 58 miles of social trails in the study area, as well as repairing 11 miles and rerouting 15 miles of existing trails.

The council also upheld the current ban on mountain bikes in most of the West Trail Study Area as recommended by the Open Space and Mountain Parks department. But council members also directed the open space department to further evaluate the possibility of constructing a bike trail on Anemone Hill, especially one that would connect to Boulder Canyon.

Councilwoman KC Becker was the only council member who said she would have supported allowing mountain bikes in the southern portion of the study area.

"I want for us, as a community, to be inclusive whenever we can," she said. "I think it would be a great gesture, and I think it's a workable one."

Before members officially approved the management plan for the study area, they also discussed larger concerns they have about the entire open space system and directed staffers to follow up on them.

For example, several council members said they were concerned about the increasing number of visitors to open space.

"I think we have a real challenge going forward the next 20 or 30 years," said Councilman Ken Wilson. "Boulder has a tremendous amount of really great open space in a metro area with several million people. Lots of them like to come here, and that's going to be a real challenge for us. ... We're in danger of loving open space to death."

Council members also seemed to largely agree that the city should re-evaluate the Green Tag program, which requires dog owners to get tag for their dogs before they can be walked under voice and sight control. The tags require a fee and some level of education on proper etiquette. Now, there are more tags for dog owners that live outside the city of Boulder than those who live in it.

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Other suggestions included banning off-trail use across the system and finding ways to register -- and potentially charge -- other user groups besides dog owners for hiking on trails.

"I think all trail users need to be better educated in terms of etiquette," said

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Councilwoman Lisa Morzel. "I think there should be yellow tags for bike users, blue tags for runners, pink tags for walkers -- everybody needs to understand what the etiquette is on the trail."

Contact Camera Staff Writer Laura Snider at 303-473-1327 or sniderl@dailycamera.com.

Read more: [Boulder: Dogs can stay: bike ban continues in West Trail Study Area - Boulder Daily Camera](http://www.dailycamera.com/ci_17739472?source=most_viewed#ixzz1lCjd30yw) http://www.dailycamera.com/ci_17739472?source=most_viewed#ixzz1lCjd30yw
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http://www.dailycamera.com/ci_17721077?source=most_emailed



Boulder discovers illegal, 'extreme' mountain bike trail on Flagstaff

Rangers: 'Angry Ranger Trail' sits in protected eagle nesting area
[By Heath Urie Camera Staff Writer](#)
Posted: 03/28/2011 07:40:34 PM MDT

An elaborate, illegal mountain bike trail has been uncovered by Boulder open space rangers on the north side of Flagstaff Mountain -- in nearly the same spot as a rogue trail that the city destroyed a decade ago.

Boulder Open Space and Mountain Parks rangers discovered the trail March 19. A ranger who was checking on the property -- which is closed to protect nesting golden eagles and is designated a sensitive wildlife habitat -- spotted someone riding a mountain bike down the hill.

The ranger ticketed the rider and found a mile-long trail that stretches from the summit of Flagstaff Mountain nearly to Eben G. Fine Park.

"It was built by somebody with some knowledge of trail construction," said Steve Mertz, a spokesman for Open Space and Mountain Parks. "But it was not built to be sustainable. We're already seeing people go off of this



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trail and causing braiding," or segments of new sub-trails.

'Angry Ranger Trail' resurfaces

The path is clear of most rocks and vegetation and is about 18 inches wide all the way up the mountain. It's aligned almost entirely straight downhill, along the fall line of the mountain.

"It's a pretty extreme mountain bike trail," Mertz said. "This is not a trail that we would have ever built." Ranger Geoff Jasper views part of an illegal trail that mountain bikers have been riding on Flagstaff Mountain. The trail is known within the cycling community as the 'Angry Ranger Trail,' a newer version of an illegal bike trail destroyed by the city a decade ago. (Chancey Bush)

The extreme design is among the many reasons why open space officials are worried about the trail.

"When you build a trail right down a fall line, it will cause eroding over time," Mertz said.

Indeed, rainwater and snow runoff has begun to dig large trenches along the bare dirt. Tire marks from bikes are also imprinted along sections of the trail, a fallen tree has been shredded into mulch by chain rings and a steep section has been ground to bare dirt by braking rear tires.

Mertz said it could take "hundreds of hours" of work to restore the property, and rangers will begin monitoring the site for violators.

He said he believes the trail is known within the cycling community as the "Angry Ranger Trail" -- hardly an official title -- which began as an illegal biking trail about 10 years ago. The city destroyed the trail after it was first discovered.

He said the new trail appears to follow some of the same segments as the one a decade ago, but whoever constructed this one moved most of it to new locations.

To: bbtcmembers@yahoogroups.com
From: "Kristie Lukas" <kristie@evergreenmtb.org>
List-Subscribe: <mailto:bbtcmembers-subscribe@yahoogroups.com>
Date: Fri, 18 Mar 2011 17:52:13 -0000
Subject: Alert: Proposed Forest Rule affects mountain bikers

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Careful

The Forest Service is considering new rules that will determine how our National Forests, including nine million acres in Washington State, are managed. Important implications for the mountain bike community The proposed rule would:

- * weaken the role of science in decision making processes, including trail use decisions
- * cut the citizen appeal period in half and would not ensure public access to information needed for informed comments to a final rule
- Learn more and submit an official comment by May 16th
- * Attend the Forest Rule Open House
- < http://evergreenmtb.org/recreation/calendar.php?event_id=9298> on March 23rd
- * Read the full text of the proposed rule
- < <http://www.fs.usda.gov/goto/planningrule/proposedrule>>
- * Submit written comments at <http://www.govcomments.com>
- < <http://www.govcomments.com>> by May 16th, 2011

'A higher standard' in raptor areas

Joe Reale, ranger supervisor for Open Space and Mountain Parks, said the "first and the biggest problem" with the trail is that the starting point near the summit is close to nesting golden eagles.

"Raptors are very susceptible to disturbance," he said, adding that the "entire section of land there that this trail goes through was designated as a habitat conservation area."

When raptors aren't nesting, the north face of Flagstaff Mountain is accessible to hikers, but only after applying for a permit.

"There's a higher standard and high expectation in terms of visitor behavior," Reale said of the area.

The rider who was stopped by the ranger March 19 was ticketed for using a mountain bike in a prohibited area and for violating the raptor closure order. Both charges are municipal offenses that carry fines up to \$1,000 each and possible jail time.

Open space and other city officials refused to release the cyclist's name Monday.

Patrick von Keyserling, a city spokesman, said it is city policy to require an open-records request for such information, which could take several days

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○ for a response. The city, however, routinely releases information through verbal requests or news releases about people who are ticketed or arrested.

Illegal trailbuilding 'not going to end'

News of the trail's discovery comes just days before the Boulder City Council is set to decide whether to allow mountain bikes access within the West Trail Study Area -- which sits west of Boulder and includes some of the most popular open space in the county.

The proposal headed to the council includes two possible mountain bike trails. One would connect Eldorado Canyon with Walker Ranch, and one would connect Boulder Canyon to Flagstaff Mountain via Chapman Drive. The proposal does not include mountain bike access to the rest of the system.

Jason Vogel, president of the Boulder Mountainbike Alliance, said the group would never support building or riding on illegal trails.

○ *idea* "We certainly don't condone any illegal trailbuilding or trespassing or any of the other things that we know are happening," he said. "We work to educate our membership and the public as to what the rules are."

He said he isn't concerned about the Flagstaff trail influencing the City Council's decision because he thinks the current climate is against mountain bikes anyway.

"The political winds are so unfavorable for mountain bikers on the West TSA that I don't think there's a whole lot that can happen out there to make the situation worse," Vogel said.

He also said that, if the council decides against allowing mountain bikers wider access to the city's trail system, **more illegal trails would probably pop up.**

"You're going to see illegal trails built in Boulder County well past the day that I die," he said. "This is not going to end."

Dick Harris, a member of PLAN-Boulder County and the citizen group Save Open Space Boulder, said he was disturbed by news of the illegal trail.

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"I guess it just disappoints me, what the city has found," he said. "It's especially disappointing ... because it means a lot of people knew about it."

Representatives at several Boulder-area bike shops contacted Monday said they knew about -- or have heard stories about -- the "Angry Ranger Trail." No one wanted to comment about it, however.

Contact Camera staff writer Heath Urie at 303-473-1328, or urieh@dailycamera.com.

Read more: [Boulder discovers illegal, 'extreme' mountain bike trail on Flagstaff - Boulder Daily Camera](http://www.dailycamera.com/ci_17721077?source=most_emailled#ixzz1I0ZnDBbO) http://www.dailycamera.com/ci_17721077?source=most_emailled#ixzz1I0ZnDBbO
DailyCamera.com

<http://www.explorehoward.com/news/81451/elkridge-residents-try-put-brakes-mountain-bike-course/>

Elkridge residents try to put brakes on mountain bike course

Plan for Rockburn Branch Park draws support, opposition

By Kellie Woodhouse
kwoodhouse@patuxent.com

Posted 3/17/11

Elkridge residents Wednesday showed dozens of seasoned mountain bikers that they're not the only ones who can master the attack position, an alert stance bikers use when they ride through rocky terrain.

Members of Mid-Atlantic Off Road Enthusiasts, a mountain biking advocacy group, and the county's Department of Recreation and Parks want to build a one-acre mountain bike skills course at Rockburn Branch Park, in Elkridge.

But residents who border the park are concerned about the increased traffic and illegal activity they fear will follow.

The two groups debated the issue at a meeting Wednesday at the department's headquarters on Oakland Mills Road held by the Recreation

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and Parks Advisory Board.

MORE members say that course will be a family-oriented area with beginner and immediate level tracks that will allow bikers to improve their skills. The course, they say, will be built and maintained with grants and money from MORE.

"This is a place where you can sit in the shade, see your children working on their bike skills," said MORE representative Melanie Nystrom, whose two young children are mountain bikers.

But Nystrom and her fellow mountain bikers faced some strong, unexpected opposition from neighbors who aren't convinced the county has considered the impact the course could have on Rockburn, a park they say is already overburdened with visitors on weekends.

They say park visitors speed down their streets and park on their curbs, and that bikers often use residential yards to illegally access the park after dark.

Elkridge residents also complained that the county did not inform them of the public meeting.

"We definitely feel that this has been swept under the rug. As residents that border that park, nothing was done to try to let us know what has been proposed," said Elkridge resident Yvonne Rawleigh, who said she found out about the meeting by chance three days earlier. "We have major issues with the population already in Rockburn Park."

Parks department Director John Byrd said the county is not required to notify residents of the meeting or even to hold a public meeting on the issue.

"Mountain biking is a serious trend," Byrd said. "This is an opportunity for us to embrace it."

Elkridge resident Steven Rawleigh said the park already has issues with illegal drug activity, which he fears will get worse if the skills course is constructed.

Other residents say they are concerned about rainwater run-off increasing watershed at Rockburn Creek.

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"My concern is about the process that was used," said Elkridge resident Katherine Taylor. "The policy decisions behind this project, the cost involved -the intangible and unknown costs - the environment, what benefit there will be to the Howard County residents (and) the draw that this will bring to Rockburn Park.

"I have no doubt that MORE... will make this a state-of-the art facility, it's just not appropriate for where it's proposed to be."

But mountain bikers at the meeting - who outnumbered opponents - said Rockburn Park was the perfect location for such a venue.

North Laurel resident Todd Plunkett, a mountain biker, said he's "always looking" for places to improve his skills.

"To have the ability to be with my family at the skills park... I can't even imagine it," he said excitedly.

Elkridge resident Delos Dupree said he learned to mountain bike on a bumpy trail, without any training. As a result, Dupree said he's taken many mud dives and suffered several injuries.

"We found out by trial and error, I think it would be a great blessing for the younger generation not to go through the pain and suffering that we had to," he said.

He also reminded the panel and opponents of the idea behind public parks.

"The Howard County park system is for everybody, it's not for people who abut next to it," he said. "Just because you live there, it doesn't make it your backyard."

Ellicott City real estate agent and mountain biker Matt Zielinski likened the complaints to some of his clients'.

"They want to buy a house on the golf course, but then they complain when they find golf balls in their backyard," he said. "It seems like you don't want to share (Rockburn Park) with anybody else."

By the end of the meeting, some residents appeared willing to compromise with the bikers, and vice versa.

"This is something that we can do together, instead of trying to be

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adversarial with each other," Zielinski said.

The advisory board said it would schedule an additional meeting to discuss the matter.

Mr. William Wellman
Superintendent
Big Bend National Park
PO Box 129
Big Bend, Texas 79834

Dear Mr. Wellman:

Introduction

The National Park Service (NPS) invited public comment on an Environmental Assessment (EA) for a proposal to construct a ten-mile mountain bicycle trail in the backcountry near Panther Junction within Big Bend National Park. Public Employees For Environmental Responsibility (PEER) endorses Alternative A – "No Action" as the environmentally preferable and least costly alternative. We fundamentally dispute the unsupported assertion in the EA Introduction that none of the alternatives, including construction of the new ten-mile bike trail, would impact park resources and values.

Reasons PEER Endorses Alternative A

PEER endorses Alternative A for four reasons:

1. Priorities

Big Bend National Park already contains over 200 miles of constructed trails that the NPS struggles to maintain with inadequate funding and trail crew. The last information we possess is that the park's trail crew is not base-funded but must compete for limited funding on an annual basis. Either Big Bend is unique among parks in having no backlog of deferred maintenance needs, or is awash in excess funds to consider constructing a new ten-mile trail. The proposal is unwise because the NPS would direct strained resources away from already identified priorities to a project of suspect merit.

The NPS is not the real proponent of this project. The real proponent is the International Mountain Biking Association (IMBA) and its local affiliate, the Big Bend Trail Alliance. It is not the NPS that developed this idea, based on park planning, but IMBA who proposed it to the NPS. The EA is a tool of IMBA's bidding. While the EA title describes a "Multi-Use" trail, the text reveals that this is all about mountain bicycles. IMBA, a special interest user group, has set the NPS' priorities here, not common sense. IMBA's offer of funding is hardly a justification or defense. Prospective donors should never be in the driver's seat. At Big Bend, the NPS developed an array of plans. None proposed a mountain

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bicycle trail in the Grapevine Hills. NPS planning is short-circuited by the IMBA proposal. "He who pays – plays." That is not how the NPS should develop or manage parks but is, instead, a blueprint for their degradation..

Similar to ASRA

2. No Need

There is no need to provide this kind of recreational opportunity within the backcountry of Big Bend National Park. Over 300 miles of the park's dirt and paved roads, including the rough Black Gap Road, are open to use by mountain bicycles under NPS rules at 36 CFR 4.30(a). Apparently, these opportunities are insufficient for IMBA and the NPS. In addition, 900 miles of old ranch roads and single track trails are available to mountain bicycles in adjacent Big Bend Ranch State Park, and hundreds of miles more in Terlingua Ranch, a large subdivision. The EA makes no mention that these opportunities afford a real and more attractive alternative for mountain bicycles than a new ten-mile trail in Big Bend. The EA fails to take into consideration that Big Bend National Park, though priceless, is not an island. Large tracts of land that the park afford more than enough mountain bicycling. Or, maybe there is no such thing as "enough?"

3. Precedent

As just described, the proposed Big Bend trail is not really about affording a new recreational opportunity for mountain bicycles. Abundant mountain bicycle opportunities exist all around Big Bend. This proposal is literally about breaking new ground in the backcountry of the national park system. IMBA has long sought this prize and Big Bend is the first to bite. The paltry opportunity afforded by the proposed trail is not enough to justify IMBA's intense dedication to this proposal. There are bigger fish to fry here.

Despite the drift of the research in the EA on mountain bicycles in the national park system, **there is not a single park that has constructed from scratch a trail in undeveloped backcountry to accommodate mountain bicycles.**

The EA correctly points out that several parks allow use of mountain bicycles on existing trails outside of the park's developed zone:

- Two parks – *Golden Gate National Recreation Area* and *Saguaro National Park* promulgated special regulation, as required by 36 CFR 4.30(b).
- At least two other parks have proposed special rules to allow such use and that have sat in limbo for four years at the NPS Washington Office – *Delaware Water Gap* and *Big South Fork*.
- One park allows mountain bicycles on trails - *Mammoth Cave* - even though a special rule has not even been proposed, let alone adopted in final by the NPS. (That park calls it a 'demonstration project' although it has gone on for almost a decade. This conduct displays how the NPS openly violates its own rules in the face of pressure from IMBA, and its local affiliate.)
- Several parks allow bicycle use on administrative roads, which is

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permissible under 36 CFR 4.30(a). Among these are *Redwood and New River Gorge*. That kind of mountain bicycle is not equivalent of the Big Bend proposal.

The EA incorrectly cites bicycle use at *Grand Teton* and *Grand Canyon* as somehow analogous to the Big Bend proposal. However, in those parks, the NPS constructed trails for foot and bicycle use WITHIN the developed zone. The trails, such as the Grand Canyon Greenway, are close to, and generally parallel with paved park roads. Such use is hardly the equivalent of a trail constructed in park backcountry, as proposed at Big Bend.

The NPS is proposing at Big Bend something without precedent in the national park system. As such, the proposed action, which would normally be simply unwise, sets a course for the entire national park system, far longer than its ostensible ten-miles. Because of its precedent-setting nature, there is no way that the NPS can conclude that the proposal merits a Finding of No Significant Impact (FONSI). While the NPS was correct in first preparing an EA, **the NPS must now prepare an Environmental Impact Statement.**

4. Impacts and Inappropriateness

This trail would impact the resources of the park. Now largely undeveloped lands will be developed into a trail. The trail negatively impacts scenery, vegetation, soils, wildlife and natural quiet. As important, the mountain bicycle trail impacts the values of the park and the national park system. The enjoyment that the parks are directed by law to afford is of natural and historic objects, scenery and wildlife "unimpaired."

Not all "enjoyment" is equal or appropriate. Enjoyment associated with mountain bicycles may be an appropriate activity in some very limited park settings. It is inappropriate in an area of park backcountry to construct a trail where none now exists specifically to provide for mountain bicycle enjoyment.

PEER will not examine some of the more common abuses associated with this form of recreational enjoyment – high speed, sharp maneuvers, high injury rates (compared to hiking), racing and conflict with other users. PEER does not need to review these behaviors. Every thoughtful observer knows of them.

Conclusion

One of the sad aspects of this is that the area proposed for the trail offers, at best, a marginal mountain bicycle opportunity, compared with some superb rides on nearby State and private lands. This proposal is much more about precedent than recreational pastime. IMBA recognizes that, even if the NPS pretends not to.

The area of the Grapevine Hills is roadless, undeveloped backcountry. Although never included in the NPS' wilderness recommendations to Congress, it would otherwise qualify. However, once the use of mountain bicycles is established, some users and special interest groups, though few in number, would exercise

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far more influence over the disposition of these lands than is warranted. A vocal and committed user group would vigorously oppose any possible wilderness protection there. Invariably their voices are heard more clearly. Just consider the snowmobiler lobby in Yellowstone if the NPS thinks that all voices are given equal weight.

We are talking about the national park system here - "America's best idea." A ten-mile mountain bicycle trail in undeveloped park backcountry – what is the big deal? We see it as part of a slow and steady degradation of our parks. PEER, and so many other Americans, seeks long-term maximum protection of our parks, not for thrill sports but for their true enjoyment as preserves of natural and cultural features. We urge the NPS to adopt Alternative A – No Action.

Cordially,

Roger Siglin
bakedalaska2@bigbend.net

<http://wilton.patch.com/articles/wilton-closes-rogue-trails-in-town-forest>

Wilton Closes Rogue Trails in Town Forest

[Wilton Closes Rogue Trails in Town Forest](#)

Wilton's Conservation Commission blocks off untamed trails to preserve the area's flora and fauna and protect visitors.

By [Cathryn J. Prince](#) | [Email the author](#) | January 14, 2011

Blazing one's own trail isn't always a good thing.

To protect wildlife and promote hiker safety Wilton's Conservation Commission closed several trails in the Town Forest located between Branch Brook Road and Boas Lane. Park users began blazing their own trails more than 10 years ago said Wilton's Director of Environmental Affairs Pat Sesto.

"In the past decade or so new trails were created," Sesto said. "Now there are too many trails for the acreage."

"The problems are that rogue trails bisect areas of the park that should remain undisturbed to provide habitat for wildlife," according to the WCC's fall newsletter.

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These untamed trails not only pose a problem to the forest's fauna, they can lead some hikers astray, Sesto said. Also, because they aren't official trails, emergency workers could have difficulty finding injured hikers.

"And in the northern end people were getting lost. Now, this is Wilton, so we didn't have to send search and rescue," Sesto said. "But it's an annoyance and for some people it's disconcerting."

To help determine where to close trails the Connecticut Chapter of the New England Mountain Bike Association (CT NEMBA) mapped the entire network. That information helped the WCC determine which portion of trails to permanently close.

Residents can now enjoy the outer loop and certain cross trails. As always, people can hike, bike and walk with leashed dogs along more than 8 miles of trails.

Trail Ambassador David Francefort, who was recognized for his work by the WCC last year, did the work. "Trail Closed" signs are now posted throughout the forest and trail markings have been removed from trees and rocks.

Francefort couldn't be reached for comment.

Over time the overused and overrun areas will return to their natural state, Sesto said. And for the most part residents are taking the closures in stride.

"There have been only a few complaints about the closures," she said.

http://granitebaypt.com/detail/168318.html?content_source=&category_id=2&search_filter=&user_id=&event_mode=&event_ts_from=&event_ts_to=&list_type=&order_by=&order_sort=&content_class=1&ub_type=&town_id=

Illegal bike jumps irk trail users

Shrinking state parks staff means less enforcement

By Sena Christian, The Press Tribune

Photo by Sena Christian

Mountain bikers have been building illegal jumps, such as these, on pedestrian and equestrian trails in Folsom Lake State Recreation Area.

Paula Campbell has earned a reputation around Folsom Lake State Recreation Area.

For some neighbors and fellow equestrians, the reputation of this petite, feisty 64-year-old woman is good. They respect her vigilant efforts to stop illegal

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activities in the state park.

For others, primarily mountain bikers, the reputation is a bad one. She's the woman ruining their fun.

Campbell and her husband have owned their Granite Bay property - near the 20,000-acre Folsom Lake State Recreation Area - for the past 14 years. But they've boarded and ridden horses in the area since the 1980s.

"This is like our backyard," she says. "We don't like to see it destroyed."

What they're seeing, they say, is illegal trail use and jump building by mountain bikers and an increasingly brazen group of cyclists who disregard the natural habitat they destroy, wildlife they disturb or horses they spook.

Over the past two years, Campbell has seen mountain bikers of all ages with shovels and rakes constructing jumps and trails, leaving behind holes that pose danger to horses and hikers. In August, she found a quarter-mile long bike path illegally made on the Western States Pioneer Express Trail that she calls the worst yet.

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But the economic downturn has left state parks with shrinking budgets and a dwindling ability to staff enough rangers to regularly patrol an area and catch offenders.

The Folsom Auburn Trail Riders Action Coalition promotes only the legal use of trails, which means the mountain bikers in violation are likely a fringe group unaware or unconcerned with the rules.

"We do not condone those individuals who feel that an inequitable allocation of (bike) trails is justification for riding on trails not designated for bikes," says coalition President Craig Wilson. "We understand their frustration at years of asking for more access, but we do not allow our rides or trail work to go outside the limits placed by State Parks staff."

Park Watch Report, a nonprofit, web-based trail reporting system, received more than 30 incident reports regarding illegal trail use, trail conflict and trail building on the Pioneer Express Trail in 2010, says Jaede Miloslavich, who runs the site. She is also executive director of Action Coalition for Equestrians.

The vast majority of park users don't report anything, Miloslavich says, which means the number of incidents that occur may actually be much higher.

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This doesn't sit well with Campbell.

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"We really care about this (place) and don't want to see it vandalized," Campbell says. "They don't see it that way. They see it as something fun to do. Horse people recognize that mountain bikers need an area to build the technical stuff they want to ride. But this is not the place."

Illegal jumps, trail building

On a warm afternoon in early November, Campbell heads out on the Pioneer Express Trail. She points to a signpost that identifies this part of the trail, at the 38.5 mile, as for pedestrians and equestrians.

Soon after, a man on a unicycle speeds down the slight incline toward Campbell, who jumps to the side. Seeing her, the cyclist quickly disembarks. She scolds the young man, who later identifies himself as Ben Gillum.

"This is an equestrian/pedestrian trail," Campbell says.

She threatens to call the Folsom Lake Trail Patrol, an all-volunteer group that helps monitor the area.

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Gillum says he is considered a pedestrian - his device lacks a moving gear. Campbell says if she had been riding her horse, the animal would have been scared and possibly hurt.

"It's not my fault if someone wants to bring an animal they can't control up here," Gillum says, as he walks away.

Farther down the trail, trees and foliage have been cut back to clear the way for large jumps built from the mud. Piles of plant clippings sit at the side of the trail. Campbell looks around at the damaged bushes.

She expresses concern for the Valley Elderberry Longhorn Beetle, a "threatened" species listed under the federal Endangered Species Act. Previous surveys identified the presence of several elderberry shrubs on a site once proposed for a housing development by the Hofmann Company, which included this area. Elderberry shrubs are considered potential habitat for the beetle and, as such, protected under the act.

In 2000, the Hofmann Company abandoned the development plans and sold the land to California State Parks.

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As for unicyclists, California State Parks Folsom Sector Superintendent Ted Jackson says his division recently developed a new superintendent's order dealing with the Pioneer Express Trail that specifically addresses unicycles,

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among several modes of transportation, and states they are not allowed on that section of trail.

"Rangers can now write tickets to those who violate the provisions of the (order)," he says.

For its part, the Folsom Auburn Trail Riders Action Coalition continues to advocate for the building of more bike trails. The group formed in 1988 to construct the first mountain bike trails in Folsom Lake SRA near the Salmon Falls Bridge called the Darrington and Sweetwater Trails. The group has since worked closely with State Parks to maintain and repair these trails.

"That small band of dedicated mountain bikers has swelled over the past couple of decades to thousands of outdoor enthusiasts who love to ride the trails around Folsom Lake," Wilson says. "But the number of miles of trails available to us has not increased at all."

Shrinking state park staff



California State Parks needs to make \$14.2 million in budget cuts this fiscal year. To meet a portion of this reduction, Folsom Lake SRA is implementing a service reduction plan, which involves shortening operating hours and keeping peace officer positions - rangers and lifeguards - vacant.

Although Folsom Lake is budgeted for 20 officers in the governor's budget, the sector has needed to make changes to stay within the budget allocated by California State Parks.

"Folsom is the largest sector within the Gold Fields District and has the most positions, so typically that has meant keeping ranger and other maintenance positions vacant at Folsom Lake to generate the salary savings necessary to live within our budget," Jackson says.

This past year, seven ranger positions were kept vacant.

During the non-peak fall and winter seasons, peace officer staffing in Folsom Lake SRA has fluctuated between two and five officers per shift. Availability of staff is further complicated by the need to allow for scheduled vacations and reduce large overtime balances accumulated during busy spring and summer months.

With fewer rangers to enforce park rules, it's up to visitors to behave.



Donna Williams, a volunteer with Park Watch Report, says over the long term, pedestrians, equestrians and bicyclists must find mutually beneficial ways to

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enjoy and respect state parks, and each other.

"We have to work together," Williams says. "We all pay for the parks and we want young kids to learn about parks (and) appreciate them. We have to find solutions, and we can make it happen."

Sena Christian can be reached at senac@goldcountrymedia.com.

http://www.reformer.com/localnews/ci_16843405

Pisgah group frets over latest changes *North carolina*

By CHRIS GAROFOLO / Reformer Staff

Posted: 12/13/2010 03:00:00 AM EST

Monday December 13, 2010

BRATTLEBORO -- Despite multiple revisions to the Pisgah State Park Management Plan throughout 2009, local conservation groups have pinpointed new "troubling changes" in the draft.

During a Friends of Pisgah Council Members meeting earlier this week, the local nonprofit responded to concerning issues from the draft's most current release. Friends cited the described timber harvest increases and the permanent decreases in the Department of Resources & Economic Development (DRED) participation.

In a statement provided to the *Reformer* on Friday, the group said: "We understand the current fiscal challenges but the plan does not indicate any signs of hope for improvements in the future. It appears that the changes will be permanent."

Friends of Pisgah said they have invested "so much time, money and effort into the park" and are "proud of our accomplishments and wish to continue our work."

Ken Desmarais, administrator with the Forest Management Bureau within the Division of Forests and Lands, said state officials are working on the final draft at this time.

The comment period for citizens runs until Dec. 15. The plan is accessible at the division's website -- www.nhdfil.org.

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A Hinsdale public meeting was held in October. The intention is to hold another similar forum within the region sometime within the next 12 to 18 months to further make amendments to the

Advertisement

management plan.

"That will be a chance for people to see what we found and learn about our proposed adjustments," Desmarais said. "There will be another opportunity for folks to learn what we're doing and make comment to us."

Pisgah is a 13,361-acre state reservation spanning the towns of Chesterfield, Hinsdale and Winchester. The forested terrain includes six mixed recreational use trailheads for hikers, hunters and motorized vehicles.

The most recent edition of the management plan leaves open the possibility of relinquishing any presence of a park ranger or daily operator, according to Friends. Volunteers constructed a visitors center within the park, which has sparked language in the management plan about closing it for public use and converting it into an administrative office or possible residence for a seasonal forester.

Incoming State Rep. Edwin "Smokey" Smith, R-Hinsdale, said the state should explore options to maintain a presence in the park so it is not mistreated in the future.

"That's one thing I said in the campaign and I strongly believe that," he said. "I just think we have to see what's going on. We have to find out a little more before I can make any definitive conclusions."

Some volunteer clean-up crews have seen an increase in the amount of litter around the park in the last few months.

Desmarais said there is no decision yet on the future of the building operation.

Paul Rodrigue with the New England Mountain Bike Association also expressed his disappointment with the recent draft.

He said the organization made a proposal to the N.H. Bureau of Trails to assist with maintenance of the park's network of bicycle, ATV and equestrian trails if members could use more of the avenues.

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"We requested that the state allow us to ride mountain bikes on 11 trails currently closed to mountain biking," he said. "We thought this [was] important both because of the fiscal limitations with the park system and that increased use of any kind would contribute to the usual wear and tear on trails. We also hoped to assist the state and other local users with sustainability issues, given that some of the trails haven't been built with modern sustainability practices in mind."

The present-day draft appears to only allow bikers access to an additional two trails, according to Rodrigue. "We don't know why we're being so limited and are hoping that further communications with the Bureau of Trails might promote more cycling in the park with the final release of the plan."

The Division of Forests and Lands, a branch of DRED, has worked with a diverse group of stakeholders on developing a complex management plan for the property. State officials released and re-edited the draft detailing information on Pisgah's history, its natural and cultural resources, public access and management direction/implementation, but also proposes additional mountain bike and equestrian trails as well as closing the visitors center for public use.

In June 2009, the parks department released a ten-year development plan for state parks across New Hampshire calling for a major restructuring that could have had long-term effects on state parks. The initial draft established a value system to reflect "what a state park should be."

Each state property was ranked for meeting the core values and broken into three categories -- Pisgah did not meet the core criteria and scored in the lowest of the three categories. This sparked an outrage within the Friends of Pisgah and other recent communities.

The parks department withdrew the original plan and eliminated the three category ranking of the facilities from the plan in favor of a more detailed assessment of each state park the following month under pressure from multiple conversation groups around New Hampshire.

Chris Garofolo can be reached at cgarofolo@reformer.com or 802-254-2311 ext. 275.

<http://wvgazette.com/News/201012040516>

Wilderness proposal draws fire from mountain bikers
Kenny Kemp

Cliffs line the western slope of North Fork Mountain, site of a proposed 6,042-acre wilderness area in Grant County.

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A plan to create a 6,042-acre wilderness area on North Fork Mountain in Grant County is drawing fire from mountain bikers who would lose access to a segment of the scenic North Fork Mountain Trail under a wilderness designation.

By [Rick Steelhammer](#)
The Charleston Gazette
Advertiser

CHARLESTON, W.Va. -- A plan to create a 6,042-acre wilderness area on North Fork Mountain in Grant County is drawing fire from mountain bikers who would lose access to a segment of the scenic North Fork Mountain Trail under a wilderness designation.

The proposed North Fork Mountain Wilderness would be created through passage of the Monongahela Conservation Legacy Act of 2010, introduced earlier this year in the House by Rep. Alan Mollohan, D-W.Va. Sen. Jay Rockefeller, D-W.Va., later introduced a companion bill in the Senate.

The proposed wilderness area is a downsized version of a 2004 proposal that failed to win congressional approval. The earlier wilderness plan called for a 9,171-acre wilderness area on the Monongahela National Forest ridge.



Under the current wilderness proposal, the northernmost seven miles of the 24-mile North Fork Mountain Trail would lie within the wilderness boundary, making that segment off-limits to bicycling -- not allowed in federally designated wilderness zones.

"It's a very popular trail for bike riders," said Kimberly Jo Coram of the West Virginia Mountain Bike Association, who added that the International Mountain Bike Association includes the trail on its national "Epic Rides" list as part of the Spruce Knob-Seneca Rocks trail system.

Both the WVMBA and the IMBA are opposing the wilderness proposal, and have launched online petition drives to let the state's congressional delegation know their feelings on the matter.

The two organizations hosted two well-attended rides along the North Fork Mountain Trail in the proposed wilderness area last fall.

"The trail has always been open to us, but with the wilderness designation, we would be the only user group eliminated from using it," Coram said. "You can have a horse-drawn sled in a wilderness area, but bikes aren't allowed."



The seven-mile segment of North Fork Mountain Trail included in the proposed wilderness extends northward from the Pendleton County line to the trail's northern terminus on Smoke Hole Road (State Secondary 28/ 11) near its junction with W.Va. 28/ 55. The 1.5-mile-long Landis Trail would also be closed to

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mountain bikers if wilderness status were approved.

Mike Costello of the West Virginia Wilderness Coalition said more than 3,000 acres were removed from proposed wilderness boundaries to accommodate mountain bikers. Redman Run Trail, which connects Smoke Hole Road to North Fork Mountain Trail near the Pendleton County line, was excluded from the wilderness area, giving bikers trail access to 17 miles of North Fork Mountain Trail, and making loop rides possible.

"Some pretty drastic changes were made to address mountain biker concerns," said Costello. "Nearly one-third of the land in the original wilderness proposal was taken out. Bikers still have access to the vast majority of North Fork Mountain Trail." *WANT MORE*

◆ The IMBA's Epic Ride designation consists of 50 miles of trail within the Spruce Knob-Seneca Rocks National Recreation Area, including North Fork Mountain Trail. Most of the Epic Ride terrain would remain open for cycling, Costello said.

Additional land was removed from the proposed wilderness boundary to ensure that Division of Natural Resources trout stocking in the North Fork would not be affected.

When the land was first proposed for wilderness status six years ago, U.S. Forest Service planners assigned it their highest rating for "natural integrity."

"We don't know why the wilderness designation is needed," said Coram. "The area is already protected as part of the Spruce Knob-Seneca Rocks National Recreation Area."

Coram said her organization favors an approach of "cooperation and compromise" being taken in planning new wilderness areas in the Virginia section of the George Washington National Forest, which straddles the Virginia-West Virginia border.

There, a conservation-minded user group, the Friends of Shenandoah Mountain, have helped put together a proposal that would close two remote trails to bikes in one potential wilderness area and remove one popular long-haul trail from another wilderness. The plan also calls for designating nearly 80,000 acres of remote land between U.S. 33 and U.S. 250 not included in new wilderness areas as the Shenandoah Mountain National Scenic Area.

Costello said Forest Service management prescriptions other than wilderness could be changed under updated management plans or through new agency policies. "I think we'll see more threats to the National Recreation Area here and in other parts of the forest, as companies push to develop natural gas," he said.

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"North Fork Mountain is not perfectly protected under the current management prescription."

Costello said the North Fork Mountain Wilderness proposal made an effort to "address some of the major concerns of mountain bikers. Some of them are very supportive of it. They will be able to ride two-thirds of the North Fork Mountain trail, and the land at the northern end of the mountain will be preserved forever."

Reach Rick Steelhammer at rsteelham...@wvgazette.com or 304-348-5169.

<http://www.bikeradar.com/news/article/no-progress-on-singletrack-for-portlands-mountain-bikers-28286>

No progress on singletrack for Portland's mountain bikers

By Matt Pacocha, US editor in Boulder, CO



Forest Park offers very little single track to Portland's mountain bikers (Jonathan Maus/BikePortland.org)

Portland, Oregon holds the League of American Bicyclists' highest designation for cycle friendliness – platinum – but some local mountain bikers believe this is undeserved due to a lack of singletrack riding opportunities.

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"There's this notion that mountain biking is still new or untested or untried; the people that we're dealing with have no outward vision," says local mountain bike advocate Chris DiStefano. "They [Portland city government] can't see the success that Boulder [Colorado] is having or New York is having or Zurich [Switzerland] is having [with bikes] and an environmental position too."

Portland has no mountain bike trails and DiStefano says the nearest singletrack is at least an hour's drive away. Along with the Northwest Trail Alliance (NWTa) – the area's International Mountain Biking Association (IMBA) affiliated club – he hopes to rectify this situation. However, they don't feel like they're getting the co-operation they deserve from the city's parks and recreation department.



In the summer of 2009, Portland's newly appointed commissioner of parks and recreation, Nick Fish, listened to the bicycle community's case and pulled together the Forest Park Single Track Advisory Committee. This was made up of 26 experts, ranging from biologists to bikers and representatives for just about

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every group in between. They were tasked with developing a singletrack trail management plan for Forest Park, a 5,157-acre parcel of land two miles from the city center.

The Northwest Trail Alliance rallies at Forest Park

Forest Park has 70 miles of trails, 30 of which are open to bikes. However, only a small fraction of these are singletrack; most are unimproved roads and fire lanes. Forest Park is also a hot button for different groups in the city, from both environmental and recreational standpoints. It's described by the parks department as the "most prized and well loved in all of Portland".

DiStefano and Tom Archer, president of the NWTA, say Commissioner Fish made a specific promise to provide new singletrack trail riding opportunities in Forest Park by the summer of 2010, but this is something the parks department disputes. "That is a miscommunication," says policy co-ordinator Emily Hicks.

"We were looking for low hanging fruit and wanting to do something as soon as possible, and we're working with Tom to get the [mountain bike] skills parks in and we've expanded some access in the Powell Butte natural area, but I don't remember [Fish] specifically saying that we were going to build something in 2010. I know he said 'as soon as possible' and that the committee was to provide its recommendations by 2010, which did happen."

Fish *did* promise to make changes in an [interview with BikePortland.org](#) in February 2009. "... believe there are things we can consider that don't require system-wide changes to make more singletrack trails happen," he said. "My interest isn't in studying this to death, it's seeing what we can actually do. I assume everybody comes to the table in the good faith. I'm committed to finding ways to significantly expand our current inventory of singletrack trails."

The Commissioner didn't expressly mention Forest Park in the interview, but Jonathan Maus, editor and publisher of [BikePortland.org](#), told us: "It was clear from his talks that he knows full well that [Forest Park] is why people came to the table." However, the summer of 2010 passed with no new off-road riding opportunities in Forest Park and the Single Track Advisory Committee was disbanded after completing its original purpose.

At about the same time the committee gave its recommendations to the parks department, **a renegade trail was discovered within Forest Park**, which added fuel to the fire of those arguing against further development of the area. "We [cyclists on the advisory committee] got blamed for it," says DiStefano. "If someone robs a bank in high-tops, do you blame everyone who plays basketball? I've no idea who built that trail just because I'm part of the bike

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community.”

In the midst of the renegade trail fallout, the [City Club of Portland](#), a local civic group, produced their own report on Forest Park, which contradicted many of the recommendations of the Single Track Advisory Committee. The group weren't against bikes specifically, but called attention to the fact that the city wasn't following the outlined management process for the park.

Taking into account the Advisory Committee's recommendations, the Parks department then came to the conclusion – DiStefano says with political pressure from the City Club of Portland as well as the other interest groups and park users – that before anything can progress, specific studies on plant life and wildlife must first take place.

This verdict was labelled "disappointing" by the president of the League of American Bicyclists, Andy Clarke. "People on both sides of the committee will tell you that it was an absolute abysmal failure," says Maus. "If you went to the meetings, neither side was happy. The side that didn't want bikes is happy now... but it was a very bruising process for both sides, it wasn't a big success for Commissioner Fish."



DiStefano, now marketing director at Chris King Components, sat on IMBA's board of directors for four years and considers his congressional testimony in 2004 on the Wilderness Bill a highlight of his involvement in bicycle advocacy. "I don't think mountain biking needs to be talked about any more," he says. "It's not untested, it's not untried; IMBA has proven time and time again that it works."

Chris DiStefano (left) riding with Tom Miller, chief of staff for mayor Sam Adams (right)

Hicks says the city was essentially forced into the decision, due to the fact that the Forest Park management plan had not been properly followed for more than a decade. "The natural resources management plan outlined a series of things that needed to happen for the ecological health of the park and what this process highlighted was that those things weren't being done," she says.

"What we found through this process is that if we don't first invest in the things that we're behind on, then we're going to have to go through a lot of land use reviews and permitting processes that include more public involvement. We'll probably not be able to make much headway if we don't first invest in what we're already behind on."



Hicks acknowledges that the situation is disappointing for those who expected

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drastic trail improvements. "We found that [providing singletrack in Forest Park] wasn't the low hanging fruit that we thought it could be," she says. "It's on a slightly slower track but we think that we're laying the groundwork for [new use/ trail] permit applications that we can put out there two years from now."

The parks department has committed to improving the mountain bike riding experience on Forest Park's Fire Lane 5 over the next two years. It will also develop two skills parks with NWTA and hopes to secure funding for another area called Gateway Green. According to Hicks, this is a "new park concept" that would be built on a 30-acre site within the next three years. "The priority there is singletrack off-road biking," she says.

"It's a neat project," says DiStefano of Gateway Green. "But it's wedged between two freeways without good access or parking and in three-and-a-half years despite having tremendous support we're not getting anywhere fast; the city is trying to distract everyone with the prospect. Even if it were built tomorrow, it's not the replacement for [Forest Park]; a pump track is not a replacement for a 90-minute singletrack experience."

DiStefano is the public face of a group of off-road cyclists in Portland who believe they've been shut out by an administration pressured by the city's other interest groups, including the City Club, hikers, runners and dog owners. "In the end we didn't come out with anything at all," says DiStefano. "I have to tell the truth about this: Portland gets way too much credit [for its bike friendliness] and I don't think it deserves it.

"It diminishes all of the other cities that have *earned* Platinum status, the fact that we have Platinum status. It's unfair to say that ours is on equal terms with that. My opinion is that if we were to be reviewed right now we wouldn't renew [at Platinum]. It wouldn't be possible if you put it in front of an unbiased panel. There's no way we'd get Platinum when cities like Davis, California and Boulder, Colorado have diligently worked to meet those standards.

"You look at *Outside* magazine or these other magazines that say 'best places to live' and there's a picture of a guy on a mountain bike with Mount Hood in the background. Where is he? He's not anywhere in Portland, and I don't think the city should live off of that."

Maus says the Forest Park situation is typical of the problems Portland has in getting bike issues moved forward. When asked whether the city deserves its platinum status, he says: "It absolutely doesn't at all."

"We get that it's not a permanent award and that we have to continue to work on

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Thank you very much -

Ken Kelzer

<http://www.aspentimes.com/article/20101004/LETTER/101009938/1020&ParentProfile=1061>

Take a hike, mountain bikers

[The Aspen Times](#)

Dear Editor:

I recently read a letter from Chris Beebe of Carbondale and his opinions on why wilderness doesn't work (letters, Sept. 28, The Aspen Times). My love for the forest and the wildlife it holds has compelled me to reply to Chris and all the other people out there who agree with his views.

Clearly Chris is a mountain biker and has taken things personally here. It's not as if the Wilderness Workshop decided to launch this movement with the primary goal being to "get bikes off the trails." The point is to protect our hidden gems from natural gas and oil drilling.

Wilderness Workshop cannot be held responsible for polarizing our community; it's the people opposing this logical proposal that are responsible. So you want to ride your bike, at what cost? At the cost of leaving these wonderful places exposed and vulnerable to oil, gas and timber companies? Seems terribly selfish. And just because over-land travel is not restricted on many public lands, and there is no process for designating new bike trails, that does not make it OK to just ride all over the place! That's exactly why these places need protection: To prevent people like you from creating miles of new trails and justifying it by saying it's "not illegal." It should be!

And whether or not you can compare motorcycles to bikes is irrelevant if you don't have protection and motorcycles can ride these trails anyway. There is no logic here! Chris, your letter makes me want to puke. **It's hard to connect to the wilderness when you have machines and mountain bikes raging through the wild.** And up to this point all users have had the chance to experience our beautiful places, and instead of cherishing these places, they shred them, **creating new trails off of old ones and expanding the human influence into the deepest parts of the forest;** creating noise and air pollution and driving wildlife away, causing them

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to burn energy that they depend on during the winter.

I checked your "third-party" studies (www.imba.com). Talk about a biased resource - the International Mountain Bicycling Association. What a joke. You're right: Some users have more potential for destruction than others; it's time to get off the bike and hike, Chris. I was born and raised in this wonderful valley and I have seen the change in our forests as more and more people use them for recreation, and more people are coming.

We need to unite right now, putting aside our selfish personal interests and protect our middle-elevation ecosystems. The White River National Forest is not growing, and no, 35 percent is not enough. That leaves 6 percent open to destruction by big money and idiots who have no respect for the wilderness.

Turn the tunnel vision off and see the big picture. **Without wilderness protection we won't have any wilderness at all! I'm fired up,** and I think everyone else should be too. Where are the forward-thinking people of the Roaring Fork Valley? Speak up!

Zach Hayes

Carbondale

County beefs up rules to protect nature preserve

[By LeAnne Rogers](#) • OBSERVER STAFF WRITER • October 3, 2010

Some people apparently are unclear on the concept of a nature preserve.

Wayne County Parks staff recently cut up three bridges, part of a 2,500-foot **illegal mountain bike trail that had been built across the Holliday Nature Preserve. Mountain bikes are prohibited from the 500-acre preserve of wetlands and forests due to the damage caused to the vegetation and habitats.**

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○ “When there is one mountain bike doing something in the preserve, there is not much to do. We had a crisis over the summer,” said Bill Craig of the Holliday Nature Preserve Association. “They were not content with the existing trail system. They weren't supposed to be there. They made a long cut through the wood where there never was a trail. It was very disappointing when I saw this.”

Whoever did the damage - Craig calls them rouge mountain bikers - spent a lot of time building their trail, including three illegal bridges, one 23 feet long.

“This wasn't kids. These are adult men who want to ride mountain bikes through the nature preserve,” said Craig. “I'm sure they were proud of what they did.”

○ The illegal bridges were well-built using boards and the trail was marked with the initials MBT and an arrow sprayed on trees. The illegal trail was constructed near the Central City Parkway entrance to the preserve.

Once they were alerted to the illegal trail, Craig said he was pleased with the response from Wayne County Parks, which quickly cut up the bridges, and the Wayne County Sheriff's Department, which has ticketed at least one mountain biker for being in the preserve. Mounted officers are patrolling the park in an effort to catch the mountain bikers.

“We have new signs. We had revised, updated rules adopted by the Wayne County Commission that we put up on Earth Day,” said Craig. “That had been a weak link - people would say they didn't know it was illegal.”

○ The association also received support from the Michigan Mountain Biking Association. An e-mail from Dave Thompson, a member of the MBA state board of directors, stated that “the MMBA does not

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condone this type of activity and is concerned for the reputation of mountain bikers as a whole that can suffer at the hands of a few who, through either ignorance or malice, fail to play by the rules.”

Due to cutbacks at Wayne County, Craig said enforcement in the park has been difficult.

“It’s hard to get the police in there,” said Craig. “People will say that they heard guys with chainsaws but people don’t get involved or they thought it was something we were doing.”

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<http://www.washingtonexaminer.com/local/ap/mountain-biking-restricted-in-grand-mesa-100226894.html>

Mountain biking restricted in Grand Mesa

Associated Press
08/08/10 5:00 PM EDT

GRAND MESA NATIONAL FOREST, COLO. - Federal forest officials have banned mountain biking in parts of Grand Mesa National Forest because of damage to the forest.

The U.S. Forest Service plans to close several user-created downhill routes. The agency also plans to ban mechanized travel on designated ski trails during the winter.

Forest Service Supervisor Charlie Richmond says mountain bikers will still have access to more than 300 miles of trails. Another 27 miles are open only to bikers, hikers and horseback riders.

Richmond told The (Grand Junction) Daily Sentinel that new trails will be built in the next five years.

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Online:

<http://www.fs.fed.us/r2/gmug>

http://www.dailycamera.com/ci_17721077?source=most_emailed

Boulder discovers illegal, 'extreme' mountain bike trail on Flagstaff

Rangers: 'Angry Ranger Trail' sits in protected eagle nesting area

[By Heath Urie Camera Staff Writer](#)

Posted: 03/28/2011 07:40:34 PM MDT

An elaborate, illegal mountain bike trail has been uncovered by Boulder open space rangers on the north side of Flagstaff Mountain -- in nearly the same spot as a rogue trail that the city destroyed a decade ago.

Boulder Open Space and Mountain Parks rangers discovered the trail March 19. A ranger who was checking on the property -- which is closed to protect nesting golden eagles and is designated a sensitive wildlife habitat -- spotted someone riding a mountain bike down the hill.

The ranger ticketed the rider and found a mile-long trail that stretches from the summit of Flagstaff Mountain nearly to Eben G. Fine Park.

"It was built by somebody with some knowledge of trail construction," said Steve Mertz, a spokesman for Open Space and Mountain Parks. "But it was not built to be sustainable. We're already seeing people go off of this trail and causing braiding," or segments of new sub-trails.

'Angry Ranger Trail' resurfaces

The path is clear of most rocks and vegetation and is about 18 inches wide all the way up the mountain. It's aligned almost entirely straight downhill, along the fall line of the mountain.

"It's a pretty extreme mountain bike trail," Mertz said. "This is not a trail that we would have ever built." Ranger Geoff Jasper views part of an illegal trail that mountain bikers have been riding on Flagstaff Mountain. The trail is known within the cycling community as the 'Angry Ranger Trail,' a newer version of an illegal bike trail

P155-1
cont'd

48.

○

destroyed by the city a decade ago. (Chancey Bush)

The extreme design is among the many reasons why open space officials are worried about the trail.

"When you build a trail right down a fall line, it will cause eroding over time," Mertz said.

*repeated
new trail*

Indeed, rainwater and snow runoff has begun to dig large trenches along the bare dirt. Tire marks from bikes are also imprinted along sections of the trail, a fallen tree has been shredded into mulch by chain rings and a steep section has been ground to bare dirt by braking rear tires.

Mertz said it could take "hundreds of hours" of work to restore the property, and rangers will begin monitoring the site for violators.

He said he believes the trail is known within the cycling community as the "Angry Ranger Trail" -- hardly an official title -- which began as an illegal biking trail about 10 years ago. The city destroyed the trail after it was first discovered.

He said the new trail appears to follow some of the same segments as the one a decade ago, but whoever constructed this one moved most of it to new locations.

○

'A higher standard' in raptor areas

Joe Reale, ranger supervisor for Open Space and Mountain Parks, said the "first and the biggest problem" with the trail is that the starting point near the summit is close to nesting golden eagles.

"Raptors are very susceptible to disturbance," he said, adding that the "entire section of land there that this trail goes through was designated as a habitat conservation area."

When raptors aren't nesting, the north face of Flagstaff Mountain is accessible to hikers, but only after applying for a permit.

"There's a higher standard and high expectation in terms of visitor behavior," Reale said of the area.

The rider who was stopped by the ranger March 19 was ticketed for using a mountain bike in a prohibited area and for violating the raptor closure order. Both charges are municipal offenses that carry fines up to \$1,000 each and possible jail time.

○

Open space and other city officials refused to release the cyclist's name Monday.

P155-1
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Patrick von Keyserling, a city spokesman, said it is city policy to require an open-records request for such information, which could take several days for a response. The city, however, routinely releases information through verbal requests or news releases about people who are ticketed or arrested.

Illegal trailbuilding 'not going to end'

News of the trail's discovery comes just days before the Boulder City Council is set to decide whether to allow mountain bikes access within the West Trail Study Area -- which sits west of Boulder and includes some of the most popular open space in the county.

The proposal headed to the council includes two possible mountain bike trails. One would connect Eldorado Canyon with Walker Ranch, and one would connect Boulder Canyon to Flagstaff Mountain via Chapman Drive. The proposal does not include mountain bike access to the rest of the system.

Jason Vogel, president of the Boulder Mountainbike Alliance, said the group would never support building or riding on illegal trails.

"We certainly don't condone any illegal trailbuilding or trespassing or any of the other things that we know are happening," he said. "We work to educate our membership and the public as to what the rules are."

He said he isn't concerned about the Flagstaff trail influencing the City Council's decision because he thinks the current climate is against mountain bikes anyway.

"The political winds are so unfavorable for mountain bikers on the West TSA that I don't think there's a whole lot that can happen out there to make the situation worse," Vogel said.

He also said that, if the council decides against allowing mountain bikers wider access to the city's trail system, more illegal trails would probably pop up.

"You're going to see illegal trails built in Boulder County well past the day that I die," he said. "This is not going to end."

Dick Harris, a member of PLAN-Boulder County and the citizen group Save Open Space Boulder, said he was disturbed by news of the illegal trail.

"I guess it just disappoints me, what the city has found," he said. "It's especially disappointing ... because it means a lot of people knew about it."

Representatives at several Boulder-area bike shops contacted Monday said they knew about -- or have heard stories about -- the "Angry Ranger Trail." No one wanted to comment about it, however.

P155-1
cont'd

Contact Camera staff writer Heath Urie at 303-473-1328, or urieh@dailycamera.com.

Read more: [Boulder discovers illegal, 'extreme' mountain bike trail on Flagstaff - Boulder Daily Camera](http://www.dailycamera.com/ci_17721077?source=most_emailled#ixzz1I0ZnDBbO) http://www.dailycamera.com/ci_17721077?source=most_emailled#ixzz1I0ZnDBbO
DailyCamera.com

<http://scottsvalley.patch.com/articles/sand-hills-watershed-to-allow-hikers-and-horses-but-no-bikes>

Sand Hills Watershed to Allow Hikers and Horses But No Bikes

Quarry area closed for nearly a decade will open for some recreational use.

By<<http://scottsvalley.patch.com/articles//users/daniel-wootan>>Daniel Wootan|Email the author|5:00am

Fences will begin popping up around the Sand Hill Watershed in Felton as soon as this month to protect certain endangered species and water sources for nearby residents, according to Fred McPherson, director of the San Lorenzo Valley Water District Board.

The area has been closed to public use for many years; however, hikers, bikers and horseback riders frequently use the area.

At a meeting on June 30, the water district's directors decided to allow access to horses, dogs and hikers but will install gates at the entrances of the area to keep out dirt and mountain bikes.

Although nearby residents say they want to protect the environment around their homes, nearly all who attended the meeting admitted they have used the closed area for recreation.

After about an hour of public comments, the directors voted to also ban camping and restricted use to sunlight hours.

The fragile habitat is the only known home of the Mt. Hermon June beetle, among other species.

P155-1
cont'd

Chad Mitcham of the U.S. Fish and Wildlife Service said the new policy is a move in the right direction. He has been pushing the district to enforce the ban on entry for years. He said that tearing up the loose sand that covers most of the area could wipe out several species of insects vital to the ecosystem.

"These sand hills are possibly as unique as the Galapagos Islands," McPherson said.

Hiring a part-time security officer to patrol restricted areas and take pictures of trespassers to help evaluate the policy is part of the plan. Recipients of district water supplies are being asked to pick up the tab for all of the measures, causing a few to ask whether these will be one-time or ongoing costs. Estimates of the price tag varied widely but didn't stop action from being taken.

Some meeting-goers, including mountain biker Tim Tourkakis, who maintains the Randall Morgan Preserve in the sand hill habitat, questioned the logic of keeping bikers out while allowing dogs, horses and people on foot.

"If this [proposal] goes along with providing quality water to the recipients of the watershed, that is great," Tourkakis said. "But if you can allow people on horseback, I am curious why you would ban responsible mountain biking on service roads?"

Mitcham said that bikes tear up the top layers of sand too deeply to be allowed but insisted that the compaction caused by horses carrying passengers would not harm the insects.

Resident TJ Fay said she is open to knowing more about the harm people using the area may be causing but wants to be educated on the issue, rather than being treated like a criminal against nature.

"I have been walking my dog out there for four or five years," Fay said. "Someone at the last meeting said it was bad to be on the open land, because there are some grasshoppers out there, so to have signs out there telling people why we

P155-1
cont'd

52.

want them to stay out is really important."

The new plan, which opens the land for the first time in decades to some recreational use, will include installing signs spelling out specific rules in the sand hills. However, many people said they would like the signs to have interpretive language so trespassers could possibly be held liable for implied rules.

Matt Freeman of the Land Trust of Santa Cruz County-an organization that works to protect critical land and water resources in the county-said the organization would like to see a full ban on use of the area. However, he said the Land Trust understands district residents' desires to enjoy the forest in their own backyard. He added that educating the public about which trails are still closed must be a part of any action.

The room burst into laughter when he confessed that he has been staying out of the area while the full ban on entry was in place.

"I feel like I might be the only one who hasn't been on the property, because I understood it was closed to the public."

La Honda Open Space Preserve (Driscoll Ranch) allows hikers and equestrians, but does not allow mountain bikers. 5,759 Acres 3.7 miles of trails.

Also known as MidPeninsula Regional Open Space District

A special permit is required to access this Preserve. Please request a permit before or after the closed months. For a permit or more information on this and other Preserves, please visit the Permit Information page, or call the District Office at (650) 691-1200.

P155-1
cont'd

P156

Draft Program Environmental Impact Report
California State Parks Road and Trail Change-In-Use Evaluation Process

1. Introduction

- a. Thank you
- b. Introduction of self
 - i. Trail user multi sport; run (WS 100), ride (Tevis 100), bike (multiple centuries, metric this year), triathlons
 - ii. Served as Mounted Patrol for State Parks since 2001
 - iii. Volunteered to maintain trails w/in ASRA and USFS, currently involved with acquisition of 3000 acre parcel for Public Land Use
 - iv. Concerned citizen, Park goer, naturalist, activist and patriot
 - v. Retired teacher, I'm all about cooperation, safety and playing fairly

P156-1

2. Proposal

Who initially recommended this? a particular user group?

P156-2

What do user groups need - runners, hikers, dog walkers, birders, Sierra Club, school field trips, equestrians, bikers - that's not being provided?

P156-3

Why are OHV areas not covered under the Process? idea for a solution later

P156-4

If Park personnel, other agencies or user groups are initiating this Process, how can we find out who and what changes will be 'proposed?'

P156-5

Bullet 1: will there be geological, environmental, archeological studies in place?

P156-6

Bullet 2: devices being considered; which users need speed control, railings, brush removal for improved sight distances? Are you not compromising the use, enjoyment and equity of all other groups to address this one in particular?

P156-7

Draft Program Environmental Impact Report
California State Parks Road and Trail Change-In-Use Evaluation Process

Bullet 3: unclear to me

P156-8

Bullet 4: Installation of surfaces in accordance to usage of the trail? other than bridges, is there data to show usage to warrant this?

P156-9

Bullet 5 and 6: Restoring trails to natural conditions ... sounds more like what our Parks represent.

P156-10

Bullet 6: Appurtenant facilities proposed - who will decide how much 'natural landscape disturbance, substantial increase in capacity, or significant environmental effects' that may occur?

P156-11

3. Concern

Bikes complaints: get bored with existing trails (refer to p. 39, 46)
They'll have to do as others do and carpool to new areas. They go so much faster than hikers, walkers, runners, equestrians that they see and tire of trails much faster.
They don't have access to enough trails: they have access to every trail, just not their bike.

P156-12

Consumes nature: Harms eco system; vegetation and sensitive habitats (pg.2 Aboretum trails), disturbs nesting golden eagles/raptors (pg. 20 Boulder Co., pg. 45 Wayne County), loaded with examples with wilderness protection, Park abuse, geological abuse (building jumps, moving soil, creating dangers on the trail, braiding - making new trail systems) - rampant from Tahoe to N. Carolina to Texas (see folder)

P156-13

Draft Program Environmental Impact Report
California State Parks Road and Trail Change-In-Use Evaluation Process

Conflict with other users; (pg.1 in green - grandfather dies; pg. 2 - girl is paralyzed; pg. riders taken to ER; property owners etc.) and a plethora of other examples. When is it shown in reverse? The only conflict is with bikes and all other groups

P156-14

Bikes change the ambience of Park trails (pg. 9. Timberline in Oregon) "this activity is incompatible with the Timberline experience." Speed, jumps boulders, downhill shoots (causing watershed damage) all are not in character with State/National Park policies. Even cities - complaints about Portland not being a platinum city for bikes (pg. 40) - possibly not the mt. bikes, but city bikes being green theme?

P156-15

It's been cited as the most damaging recreation in the Park system. (other users find a need to manipulate the trails?) Dig large trenches - love to ride in mud/rain, hair pin turns are ground down from braking, fallen trees reduced to mulch, straight down hill trails cause erosion, grading or segments of new sub-trails, jumps move the soil/earth and holes create unseen dangers. (all quotes from text).

P156-16

By acquiescing to this Proposal, are we not going to take valuable and scarce resources away from already identified priorities of the Parks?

P156-17

Is there a need for more trails for bikes? There are 100's of miles (see Texas, Auburn, Calif) of off road trails/roads. Is IMBA offering funding not so much with multi-use in mind, but for bikes useage? You pay you play? (quote from news)

P156-18

The NPS (national parks system) is openly violating their own rules (p. 28) in regards to allowing mt. bikes on the trail system - are they under pressure from IMBA?

P156-19

Impact and appropriateness - mt. bikes negatively impact scenery, vegetation, soils, wildlife and natural quietude. (quote)

P156-20

4. Solutions

About the OHV omission; why can't the 'wheeled vehicles' use the same regions of the Park system? Keep 'foot traffic' on trails for slower, non-competitive users.

P156-21

Approve 'regions' designated for bikes and build them with this Proposal money. (I have personally offered the use of my bulldozer and tractor to build a mt. bike park - no response)

P156-22

Registrar and possibly charge user groups for trail usage (Boulder, Co)

P156-23

Change wording of language used on Park signage to hold up on court (Folsom, Calif)

P156-24

5. Conclusion

Let's not see a slow degradation of our Parks and try and seek a long term protection of all our National and State Park systems. They were not, and are not, meant for the thrill of a sport, but for true enjoyment as it preserves the natural and cultural features. (quote)

P156-25

Many feel the U.S. Forestry and Auburn State Parks should consider the National Forest Policy 2350.3 policy 5, for the safety and involvement of all users before issuing permits for these special events. This policy states:

Regulate uses to the extent necessary to provide for user and public safety; to protect natural, cultural, and historical resources; to minimize conflict and maximize responsible use; to achieve recreation experience objectives; and to comply with Federal and State laws.



http://www.youtube.com/watch?v=39hMk-p_CG8&feature=youtu.be
CLICK HERE for more examples of the mt. bike speed on the trail.

<http://www.youtube.com/watch?v=WyTqmSdWleU&feature=youtu.be> [gdata_player](#)
CLICK HERE for more examples of the speed mt. bikes are achieving on these trails.



P156-26

impt. 'you tubes'
Showing mis-use
of narrow, shared
trails....



Just received:

[« DCR must put conservation first in the Fells
Mass Audubon - Fix Existing Problems First »](#)

Places in Need: Mountain Bike Damage on the Pacific Crest Trail

By [admin](#) | Published October 29, 2011



The photo shown here depicts damage to the Pacific Crest Trail (PCT) caused by the **illegal use of the trail by mountain bike riders**. From the Big Bear to Tehachapi Mountains in southern California, to the Donner Summit and the Sierra Buttes north of Lake Tahoe, to Castle Crags and beyond, mountain bikes on the trail are causing damage and creating a number of "PCT Places in Need."

Mountain bike riders represent a large (and growing) number of outdoor recreationists. **For example, the International Mountain Bike Association (IMBA) has 32,000 individual members, more than 450 bicycle clubs members, and more than 130 corporate partners.** But regardless of the number of mountain bikers looking for trails to ride on, the status of the PCT remains the same: under U.S. Government regulation, **bikes are prohibited on the PCT**. The Pacific Crest Trail Association (PCTA) has long had a policy supporting this prohibition and continues to press for enforcement of it. Unfortunately, however, U.S. regulations and regulators have not, thus far, been able to curb the illegal

P156-27

use of the PCT by mountain bikers. The resulting trail damage and user conflicts can't be taken lightly. To complicate matters, bikes are permitted on many trails that lead to the PCT, resulting in bikers reaching the PCT on such trails and then proceeding along the PCT to pick up another feeder trail. Given **land management agency staffing and budget issues, policing and enforcement is sorely lacking.**

There are a number of reasons why mountain bikes represent a problem for PCT users and the trail's future. One we often hear about is **safety** – the speed at which a mountain bike can travel along the trail, and especially around blind curves, make collisions with hikers or with equestrians a dangerous possibility. Additionally, stock may be easily frightened of bikes and “spook,” potentially causing **injury** to riders, themselves, and others. But while safety is a significant concern in regards to bikes and the PCT, in this article we'd like to **focus on trail damage and trail maintenance issues.**

Simply put, the PCT was not designed or constructed for mountain bikes and is thus easily and seriously degraded by mountain bike use – especially when those bikes are ridden on wet or muddy trail. Riding bikes on wet trails can cause deep **furrows and erosion.** It typically occurs when riders skid back tires when braking on downhill, apply heavy torque to tires when riding uphill, or simply ride through mud. The damage caused by a mountain biker is much greater than that caused by a hiker or horse because, with a bike, the **soil is impacted** continuously along the trail, while a hiker's or horse's feet hit the soil only at intervals. The continuous troughs created in trail tread by bikes collect water runoff from the entire hillside above the trail and then act as drainage ditches, **creating serious erosion which the PCT was not constructed to withstand.** Water that might drain off the trail under pedestrian and equestrian use now runs down it in wheel ruts, eventually removing all the soil

P156-27
cont'd

and turning the trail into a streambed. In extreme cases, no amount of “trail maintenance” can restore the trail and new trail becomes necessary.

If you see mountain bikers on the PCT, kindly remind them that they are on the Pacific Crest National Scenic Trail and that by U.S. Government regulation bikes are not allowed on the PCT.

Avoid confrontations. If you engage bikers in conversation try to ascertain where they are from and which trailheads they used to get into the backcountry and onto the trail, as this will help in education and signage. Ask also where they plan to get off the trail. Taking a picture and documenting the location can help agency personnel to enforce the bike closure. Forward all of this information to your local ranger district or other applicable land management unit, or to the PCTA. The concerns of thousands of hikers and equestrians who use the PCT can help to remind legislators and those in charge of backcountry regulation enforcement that PCTA members and PCT supporters continue to believe that mountain bikes do not belong on the Pacific Crest National Scenic Trail.

“I can’t stress enough the importance of responsible trail users reporting illegal uses of the PCT,” says PCTA Regional Representative for N. Calif./S. Ore., Ian Nelson, “It is crucial that we hear from concerned users so that we and our agency partners can strategize as to how to curb the illegal use.”

The photo shown here depict damage to the Pacific Crest Trail (PCT) caused by the illegal use of the trail by mountain bike riders. From the Big Bear to Tehachapi Mountains in southern California, to the Donner Summit and the Sierra Buttes north of Lake Tahoe, to Castle Crags and beyond, mountain bikes on the trail are causing damage and creating a number of “PCT Places in Need.”

Mountain bike riders represent a large (and growing) number of outdoor recreationists. For example, the International Mountain Bike Association (IMBA) has 32,000 individual members, more than 450 bicycle clubs members, and more than 130 corporate partners. But regardless of the number of mountain bikers looking for trails to ride on, the status of the PCT remains the same: under U.S. Government regulation, bikes are

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cont'd

- [Forest Service might close illegal mountain bike trail near Aspen](#)
- [Bikers blaze illegal trails around Lake Tahoe](#)
- [10/25/11 Boulder, CO bars mountain bikes from new Anemone Hill loop trail](#)
- [The MCBC-backed mountain biking coalition suffers a sense of false entitlement](#)
- [In limiting Loch Raven biking trails, city has broad regional support](#)
- [Notes on this site](#)

2 ARCHIVES

- [November 2011](#)
- [October 2011](#)
- [September 2011](#)

3 CATEGORIES

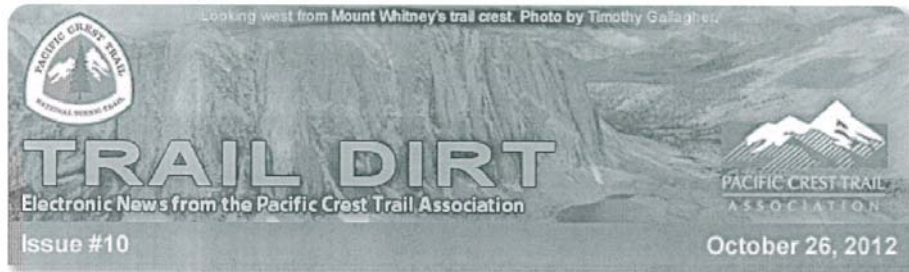
- [About this site](#)
- [Uncategorized](#)

P156-27
cont'd

[Photocrati](#)

From: Pacific Crest Trail Association (development@pcta.org)
To: greengate1@att.net;
Date: Fri, October 26, 2012 11:37:25 AM
Cc:
Subject: Trail Dirt from the PCTA

Having trouble viewing this email? [Click here](#)



In this Issue:

- 1. PCTA issues statement regarding mtn. bikes
- 2. New Seasons gets dirty with Mt. Hood crews
- 3. Students take to the trail...and work
- 4. PCT Data Book update
- 5. A new Gorilla section chief
- 6. PCT volunteer recognized
- 7. Volunteer Spotlight: Nathaniel Willson
- 8. Welcome our new Corporate Partners
- 9. PCTA photo contest goes digital
- 10. Trailside Reader success
- 11. Give the gift of the trail
- 12. Trail Work in Goat Rocks Wilderness

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Latest News

PCTA issues statement regarding mountain bikes

10/11/12

To our members and supporters:

We are receiving many inquiries from you about information being posted online about mountain bikes and the PCT. We want to assure you that we are well aware of this growing campaign to open the PCT to bicycles. We are monitoring the decision-making process and we are working on a strategy to thoughtfully address this issue.

The U.S. Forest Service has been contacted by a group of citizens requesting a review of the bicycle prohibition but has not made a decision regarding a review process. Public notification and an environmental analysis would have to take place before any change in the bicycle prohibition would be considered.

The Pacific Crest Trail Association opposes bicycle use on the trail. We will be reaching out to all of you when we know more about the process and what influence we, as hikers and equestrians,

10/27/2012

P156-27
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can have. We will keep you informed of our progress and your potential role in this important matter for the PCT.

Thank you for your support of the PCTA and for all you do for the trail.

New Seasons gets dirty with Mt. Hood crews

In early September crew-leaders of the PCTA Mount Hood Chapter partnered with New Seasons Market's "Lend a Hand" community volunteer program to form trail crews that will work on the PCT this fall. The first crew worked in the Hatfield Wilderness at the headwaters of well-known Eagle Creek, just south of the Columbia River. Crew leader John Vhay directed New Seasons' Seven Corners store team in brushing and drainage repair.

Later this month, the Arbor Lodge store's Green Team will join Associate Regional Representative Bill Hawley at Three Corner Rock where a Sasquatch Crew (week-long volunteer trail crew) will be rebenching a mile of tread and brushing out vine maple. A third crew is planned but has not yet been assigned a project. Liz Potter, one of New Seasons Market's Community Coordinators, is delighted to see this partnership between these employee volunteer teams and the PCTA blossom. It is a demonstration of their corporate commitment to the communities they serve.

New Seasons Markets provide the highest quality local produce and extraordinary service that is only available from a locally owned mercantile. This locally owned and operated chain of 12 markets in the Portland, Ore., metro area is not just in the community - they are part of the community. The Mount Hood Chapter is delighted to have them join our family of trail enthusiasts.

--Bill Hawley, PCTA Associate Regional representative

Students take to the trail...and work




PCTA began a new youth program in the fall of 2011. Now, twice a year, in spring and fall, the Environmental Charter Middle School of South Los Angeles brings a group of students to do trail maintenance on the PCT as a service project.

Students arrive after school on Friday and leave after a half-day of work on Sunday. Most of Saturday is spent on the trail working and interacting with trail users.

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P156-27
cont'd

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COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Diane Dixon-Johnson

Mailing Address P.O. Box 233 Greenwood, CA

Email Address greengate1@att.net

Comments Binder: * I don't want to take away from Bikes, I don't want to just to horses... I just want to follow rules & be safe for all articles supporting the mis-use of mt. Bike & how they are harming the trails & creating a user conflict.

Meeting Date see comments in intro

P157-1

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Statewide Trails

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Statewide Trails

lqirC p edifrp #lqirC p edifrp 'hrg#hkddk#P lkdhd#vsrrm{45335C |dkrrlfrp '#

Sent: P rggd|/Q ryzhp eh#59/6345#4-5<IDP #

To: FHTDQVF#

Submitted on Monday, November 26, 2012 - 12:29
Submitted by anonymous user: [205.155.65.226]
Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Do Couto
Street Address: 19514 Creekside Court
Street Address Line 2:
City: Salinas
Postal Code: 93908
State/Province: CA
Phone Number:
Email: spookx12002@yahoo.com

Comments:
Thanks CSP for the allowing this opportunity to make comments.

Trail users appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P158-1
P158-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12715>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0drQNYRZQwM...> 11/30/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rh#^grevrq833C vefjoredqhw#

Sent: Tuqj|/Qryhp eh#56/#5345#-53#DF #

To: PHTD#QVF#

Submitted on Friday, November 23, 2012 - 08:20

Submitted by anonymous user: [75.1.4.2]

Submitted values are:

--Contact 1--
First Name: joe
Last Name: dobson
Street Address: 5611 obispo ave
Street Address Line 2:
City: lakewood
Postal Code: 90712
State/Province: CA
Phone Number: 310 524 5684
Email: dobson500@sbcglobal.net

Comments:

I appreciate that California State Parks is providing the opportunity to use the PEIR to provide much needed review to provide additional opportunity to enjoy mountain biking in California State Parks. I am a long time supporter of the California State Parks as long time member of the California State Parks Foundation. The main reason I have continue to support the State parks is because the state parks have provided great opportunities to enjoy mountain biking. I offen visit Chino Hills, Crystal Cove and Pt Mugu State Parks to go riding. By providing more oportunties for everyone to enjoy our parks will show Gov. Brown that we need that we need to better use of our parks and not to close them down like he propose this last year. The parks should be enjoyed and not locked up.
Joe Dobson

P159-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12673

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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Statewide Trails

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Statewide Trails

lqrc lp edlfrp #lqrc lp edlfrp #rq#hkdc#ci#p dun#p dnggrfkwhup dqqc jp dlfprp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#B=37#BP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:04

Submitted by anonymous user: [74.125.59.185]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Dochtermann
Street Address: 13449 Inwood Dr.
Street Address Line 2:
City: Sherman Oaks
Postal Code: 91423
State/Province: CA
Phone Number: 8182310655
Email: markdochtermann@gmail.com

Comments:

Thank you for allowing me to comment on changes to use on existing trails. I appreciate the major steps that CSP has take to promote multi-use trails and I urge the CSP to use the PEIR to provide much needed trail opportunities for cyclists. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

I am an avid supporter of CSP and would love to enjoy them to their fullest potential for years to come.

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12868

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https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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Statewide Trails

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Statewide Trails

Original subject: Statewide Trails

Sent: Wednesday, April 11, 2012 5:05 PM

To: FHTD@VF#

The trend towards using our narrow dirt trails for multi-use is of great concern to me. For years I have guided elementary school students along the narrow dirt trails at Topanga State Park. These are the trails that enable the students to get in tune with nature. Not being concerned with a cyclist speeding by enables the students to observe intently and safely. I also hike these dirt trails without students and they are my favorites routes.

P161-1

Linda Doebel

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Nhyq#Ngrkhu|C rfdlqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-57#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:24

Submitted by anonymous user: [68.228.87.72]

Submitted values are:

--Contact 1--
First Name: Kevin
Last Name: Doherty
Street Address: 96 Remington
Street Address Line 2:
City: Irvine
Postal Code: 92620
State/Province: CA
Phone Number: 7144183123
Email: Kdoherty@octa.net

Comments: Much appreciated work by CSP! It would be great to ride some of the beautifully done trails that are currently designated for hiking use only. This would help increase park revenue as I know personally I would buy a state parking pass and utilize the trails more frequently! Kudos...

P162-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12873>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Fdi#Rrp 5337C |dkrrlfrp #

Sent: Z hqhvgd|/Qryhp eh#; #5345#4=75#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 12:42

Submitted by anonymous user: [66.209.104.132]

Submitted values are:

--Contact 1--
First Name: Cliff
Last Name: Doi
Street Address: 24802 Los Altos Drive
Street Address Line 2:
City: Valencia
Postal Code: 91355
State/Province: CA
Phone Number:
Email: Oom2004@yahoo.com

Comments:

Anything we can do to increase the access and enjoyment of our State Parks is welcome. We need to all be fiscally responsible so we can continue to enjoy this precious resource. The trails should be open to all users without the need for modifications or \$'s spent since volunteers can always be rallied to help. I am a MBU Mountain Bike Unit Volunteer.
Thank you,

P163-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13051>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Nulw#Nulw#lgrp p hqC vefjaredqhw#

Sent: P rggd|/6hfrp eh#6/#345#=-44#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 22:11
Submitted by anonymous user: [76.218.219.174]
Submitted values are:

--Contact 1--
First Name: Kristi
Last Name: Dommen
Street Address: 545 Oak Manor Drive
Street Address Line 2:
City: Fairfax
Postal Code: 94930
State/Province: CA
Phone Number: 415-699-9545
Email: kristi.dommen@sbcglobal.net

Comments:
Thank you to the California State Parks for allowing our feedback!

I appreciate and thank State Parks for supporting multi use on roads and trails and for undertaking this program EIR to further the process of designating multi-use trails. Our whole family rides throughout Marin, Sonoma, Tahoe and So. Cal, biking has provided many opportunities for old and slow and young and quick to share amazing and meaningful family adventures and tremendous memories!

We support the selected alternative, the Change-in-Use Evaluation Process.

Trail design modifications to enhance trail user safety should not be over-used -- they are a good tool along with education, training, bike bells and cooperation. Education will go a long ways towards creating and maintaining a culture of cooperation, advocacy and stewardship.

We support alternate day, uphill only and seasonal trail closure are additional tools that can allow bikes on trails under multi-use designations

Thanks for providing an opportunity to provide feedback to support this important plan!



P164-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13298>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ddurq#ddurq1grqghuC jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#,-5;#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:28

Submitted by anonymous user: [98.155.11.131]

Submitted values are:

--Contact 1--
First Name: Aaron
Last Name: Donner
Street Address: 830 Mistletoe Lane
Street Address Line 2:
City: Carlsbad
Postal Code: 92011
State/Province: CA
Phone Number:
Email: aaron.donner@gmail.com

Comments:

Hi,

I appreciate the major steps that the California State Parks has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. Below are some more talking points from IMBA that are relevant; but I'd like to emphasize my personal experience. I am encouraged by what I see going on locally at Rancho Cuyamaca SP. MTBers have been given access to some existing trails previously designated as hiker and equestrian use only and the RCSP has leveraged the collective desire of the MTBing community to gain access to more trails by taking advantage of its volunteer workforce to help re route the Cold Spring Trail. Almost all MTBers I know are respectful stewards of the land we just prefer to go by two wheels rather than foot or hoof.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

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P165-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Thanks for reading,
Aaron

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12956>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Eudqgrq#EudqgrqC wDk.lvrj #

Sent: Tuqj|#Qryhp eh#9/#5345#=#38#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:05

Submitted by anonymous user: [206.78.212.250]

Submitted values are:

--Contact 1--
First Name: Brandon
Last Name: Dorman
Street Address: 2966 E Andrews Ave
Street Address Line 2:
City: Fresno
Postal Code: 93726
State/Province: CA
Phone Number: 5598245153
Email: brandon@tri-this.org

Comments: I am the President of Tri-This! Inc, which strives to make the multisport lifestyle to all youth - particularly low-income youth - in the Central Valley. We accomplish these goals through mountain biking, triathlons and conservation efforts and have had over 140 students directly involved in our program and mentoring since 2007. We strongly advocate that trails remain multi-use so that our youth may enjoy them in any way they please - biking, hiking, or running - and not be interfered with by vehicle traffic.

P166-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12301>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#nhyq#grxfw#nhyqC jp dlfrp #

Sent: Vxqgd/4Qryhp eh# ; #5345#4=39#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 12:06

Submitted by anonymous user: [99.50.194.103]

Submitted values are:

--Contact 1--
First Name: Kevin
Last Name: Doucet
Street Address: 11827 Barletta Place
Street Address Line 2:
City: Moorpark
Postal Code: 93021
State/Province: CA
Phone Number:
Email: doucet.kevin@gmail.com

Comments:

As an avid outdoorsman, I would to thank CSP for the opportunity to comment on PEIR. I hike, run, and mountain bike in as many of the state parks of California I can. Yet, I am often frustrated when certain sections or trail systems are off limits to one form of use or another. The parks and open spaces of California are a major reason I have made this state my adopted home. The responsible use of trails, by whatever mode of transportation, should be encouraged. The mountain biking community is one of the most engaged groups in terms of supporting and maintaining trails systems in the parks I frequent. It can only improve trail conditions to allow us greater access to enjoy more trails.

Thank you for the consideration and I hope the findings will allow for greater enjoyment of California's extensive and beautiful by everybody.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12493>

P167-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Wp #p wuhqqrqC |dkrrlfrp #

Sent: Z hqhvvd|/Qryhp eh#; #5345#13-3<#P #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 23:09

Submitted by anonymous user: [99.89.112.93]

Submitted values are:

--Contact 1--
First Name: Tim
Last Name: Drennon
Street Address: 3921 Dell rd.
Street Address Line 2:
City: Carmichael
Postal Code: 95608
State/Province: CA
Phone Number: 916-802-5688
Email: mtdrennon@yahoo.com

Comments:

Thanks to the California State Parks for the opportunity to comment on the(PEIR)

I appreciate the steps that CSP Has taken to promote multi-use trails and I urge CSP to use the PEIR, to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are fewer and accidents are rare.

I think that care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

I feel that trails are much more than just transportation systems. They showcase the natural beauty of the park and the lay of the land their on.

I look forward to the day that i can take my Grandsons for a ride in our beautiful Parks

Sincerely...Tim Drennon...

P168-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/13097

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#rvhsk#rvhskbgughfC krwp dlifrp \#

Sent: Wkxugd|/Qryhp eh#5<#5345#-89#5P #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 19:56

Submitted by anonymous user: [71.84.73.122]

Submitted values are:

--Contact 1--
First Name: Joseph
Last Name: Drnec
Street Address: 2930 lemon st.
Street Address Line 2:
City: Riverside
Postal Code: 92501
State/Province: CA
Phone Number: 9515362655
Email: joseph_drnec@hotmail.com

Comments: Yes!

I P169-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13135>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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STATEWIDE TRAILS

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STATEWIDE TRAILS

Objgd#3xe1q#^dqgdgxe1qC j p dldfrp `#

Sent: Vdwxgd|/5hfnp eh#B4 /5345#; -46#DP #

To: FHTD#QVF#

Cc: Objgd#3xe1q#^dqgdgxe1qC j p dldfrp `

To Whom It May Concern:

This is to oppose opening pedestrian trails in Topanga State Park to mountain bikes. Topanga State Park is a sanctuary and respite from city noise and congestion. The trails provide rare opportunities where folks can enjoy the serenity and sound of the birds. Families of deer graze when not frightened; human families delight in seeing them. Please do not open the pedestrian trails to other traffic such as mountain bikes -- a recipe for accidents on the very narrow trails often hanging over the canyons. At the very least an environmental impact hearing before approving of such use should be required.

P170-1

Thanks for your consideration.
Linda Dubin
lindadubin@gmail.com

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

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lqirC p edlfrp #^lqirC p edlfrp #

Sent: Tuqjd|#Qryhp eh#3/#5345#5-55#5P #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 13:22

Submitted by anonymous user: [99.180.69.148]

Submitted values are:

--Contact 1--
First Name: joy
Last Name: dugger
Street Address: 5874 malton ave
Street Address Line 2:
City: simi valley
Postal Code: 93063
State/Province: CA
Phone Number:
Email:

Comments:

Thank you for allowing user groups to make comments regarding the State Park PIER review to ultimately allow greater trail use for mountain bikers. I am in favor of this change to expedite to review process. Increased trails choices will reduce user traffic on the limited trails that are now available to mountain bikers.

I feel that mountain bikers are respectful and are very active in volunteering to maintain new and existing trail systems. Please allow greater trail access to this sport that deserves to have a voice in the State Parks choices.

Joy Dugger

P171-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13150>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#rjhu#g|hurjc \dkrrlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#-55#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:22

Submitted by anonymous user: [208.54.5.234]

Submitted values are:

--Contact 1--
First Name: roger
Last Name: dye
Street Address: 118 Tiffany dr
Street Address Line 2:
City: Pittsburg
Postal Code: 94565
State/Province: CA
Phone Number: 9252123111
Email: dyerog@Yahoo.com

Comments: I support Mt bike access to CA. State park trails

I P172-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12312>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rkq#rkqC rkqhdudl ifrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#73#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:40

Submitted by anonymous user: [174.67.208.158]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Early
Street Address: 29 Calle Katrina
Street Address Line 2:
City: Rancho Santa Margarita
Postal Code: 92688
State/Province: CA
Phone Number: 9495251777
Email: john@johnearly.com

Comments:

I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I also appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P173-1

Sincerely,
JohnEarly

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12961>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Jhrii#JhfnhwC dhurwnlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#-6; #EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 19:38

Submitted by anonymous user: [24.10.103.168]

Submitted values are:

--Contact 1--
First Name: Geoff
Last Name: Eckert
Street Address: 1639 ballou circle
Street Address Line 2:
City: Folsom
Postal Code: 95630
State/Province: CA
Phone Number: 9167922075
Email: Geckert@aerotek.com

Comments:
Mountain bikers are willing and often are the ones who manicure, build, and repair the trails. We are open to sharing with horses and hikers and do not pollute as bikes are clean. Perhaps designating certain days for horses and bikes etc could be a good way to keep all parties happy! Also collaborating with horse riders to do trail clean up days to build partnerships and not rivals!

P174-1

Folsom /el dorado hills mountain biker

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12390>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Trails in State Parks

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Trails in State Parks

Ron [volklmon@msn.com]

Sent: Tuesday, December 04, 2012 10:55 AM

To: CEQA NSC

Dear Sir/Madam:

1. Thank CSP for the opportunity to make comments.
2. We appreciate the major steps that CSP has taken to promote multi-use trails. We urge you to use the PEIR to provide much needed trail opportunities for cyclists.
3. We welcome the acknowledgement that there are effective "tools" and methods to successfully manage multi-use trails.
4. We appreciate the in depth study of trail use conflict that shows that after more than 30 years of mountain bike trails use, and millions of trail user's encounters, complaints are few, incidents are fewer, and accidents are rare.
5. The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior.
6. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "Attractions in themselves". The Code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended to the natural environment (sinuosity) and designed to showcase the park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P175-1

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Thanks for all of your efforts,

Ron Edelman

<https://mshqexchfe3/owa/?ac=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 12/11/2012

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lqrc p edlfrp #^lqrc p edlfrp #rq#hkdd#r#Fkxfn#fngjlqC jp dldfrp #

Sent: Wxhvgd|/Qryhp eh#5:/#5345#4-38#SP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 00:05
Submitted by anonymous user: [99.19.236.216]
Submitted values are:

--Contact 1--
First Name: Chuck
Last Name: Edgin
Street Address: 204 West Ivy St.
Street Address Line 2:
City: San Diego
Postal Code: 92101
State/Province: CA
Phone Number: 619-797-5309
Email: cedgin@gmail.com

Comments:
As a long-time hiker and mountain biker in San Diego County, I am pleased and excited about the new process involving the PEIR for evaluating and converting existing trails to true multi-use status. I am a frequent visitor to Cuyamaca Rancho SP, and an occasional visitor to Palomar Mountain SP and Anza-Borrego Desert SP.

In my years on the trail I have never had a negative experience involving a conflict between hikers or equestrians and mountain bikers - but I have had many, many positive and friendly encounters. I find it admirable and encouraging that the CSP recognizes that mountain bikers are a growing user group within California, and that considering this PEIR process is a step in the right direction for making our State Parks a resource that more of our citizens can enjoy.

For many of the hiking-only (or hiking+equestrian-only) trails I've traveled in these parks, I feel that they could be converted to allow mountain bikes with little or no modifications. For those that do require modifications (or even routine maintenance), there are many groups and individuals in the mountain biking community that are more than willing to volunteer their time. I personally have participated in several trail work events held by the San Diego Mountain Biking Association (SDMBA), an IMBA affiliate.

Finally, I would like to sincerely thank the CSP for opening this evaluation and approval process to public comments.

With warm regards,

Chuck Edgin

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12992>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012



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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#whyhg#^whyrhgqh|C |dkrrlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#=#<#EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:59

Submitted by anonymous user: [75.208.190.211]

Submitted values are:

--Contact 1--
First Name: Steven
Last Name: Edney
Street Address: 333 Elks Lane #18
Street Address Line 2:
City: San Luis Obispo
Postal Code: 93401
State/Province: CA
Phone Number: 805-503-5088
Email: stevoedney@yahoo.com

Comments: I have been to AZ and UT state parks that welcome trail riders, and some promote their park this way, increasing visitors and revenue.

P177-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12329>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/27/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#p dw#p dwlhjhwc |dkrrlfrp #

Sent: Tuqj|/Qryhp eh#9/#545#-84#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 19:51

Submitted by anonymous user: [50.59.18.141]

Submitted values are:

--Contact 1--
First Name: Matt
Last Name: Eggers
Street Address: 104 Chattanooga Street
Street Address Line 2:
City: San Francisco
Postal Code: 94114
State/Province: CA
Phone Number: 6509962961
Email: matt.eggers@yahoo.com

Comments:

Thank you for the progress CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I'm sure this is understood, but there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. Let's be rational about this!

Thanks again. Please bring more bikes to the parks!!

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12391

P178-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P179

Environmental Coordinator
Northern Service Center
One Capitol Mall Suite 410
Sacramento, Ca. 95814

Re: Proposed change in use of State Park Trails

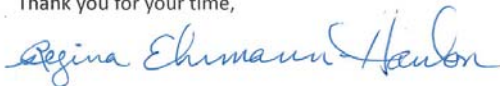
In review of the Folsom Lake Recreation Area "Change-in Use-of Trails-and Roads" , I would like to offer the following opinion. I do not see a need to expand the use of existing equestrian trail to multiuse because currently there are enough people that do not obey the trail signs on the few equestrian only trails that do exist. As an equestrian trail rider, I constantly come across walkers and joggers with loose dogs on the NO DOG trails, bicyclists on the horse only trails, bicyclists on the utility road that don't slow down or stop for the horses. I find the people who wear head phones listening to music while riding bicycles, walking or jogging the hardest to communicate with because they don't hear you coming and a lot of times are not paying attention until they are at the horse's feet.

I ride my horse around Folsom Lake State Recreation Area. When the lake is full in May / June we have no choice but to share the utility road with bicyclists, joggers and walkers. For the most part my friends and I try to be cordial and respectful while sharing the road but it is the blind spots and curved roads that are potential hazards for everyone. Trail etiquette is not followed by everyone so accidents can and do happen. They may not be reported to the ranger so you would not have accurate statistics.

Last week I was on a trail ride with several inexperienced riders as well as the lead wrangler. We came across a loose dog with its jogging owner. The dog tried to attack the lead wrangler's horse, thankfully he knew how to handle his horse to keep the dog at bay. The owner did not have voice control over his dog and was scared of being kicked. He eventually got his dog by the collar and left. No one was hurt but that could have turned out quite differently.

The changes that should be proposed are those that further educate the public to the proper etiquette of sharing the common area, respecting the specific use areas and the consequences, sometimes fatal , of noncompliance by increasing and maintaining appropriate signage and educational material. The equestrian history of California is very strong and deep and maintaining equestrian only trails is very important to maintaining that heritage. Likewise, I recognize the expansion of the mountain bike industry. I have no problem with the bicycle only trails and believe that my fellow horse riders will respect their territory because we understand the consequences of bad behavior.

Thank you for your time,



Regina Ehrmann-Hanlon
7669 Eastgate Ave
Citrus Heights, CA 95610
11-17-12

P179-1

P180

Statewide Trails

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Statewide Trails

iqirC p edifrp #iqirC p edifrp #q#hkdd#i#Fdurv#ow|C hddv8ifrp #

Sent: Vdkxgd|#Ghfrp eh#B4/#5345#5#75#SP #

To: FHTD#QVF#

Submitted on Saturday, December 1, 2012 - 15:42
Submitted by anonymous user: [71.109.103.200]
Submitted values are:

--Contact 1--
First Name: Carlos
Last Name: Elias
Street Address: 760 Calle Sequoia
Street Address Line 2:
City: Thousand Oaks
Postal Code: 91360
State/Province: CA
Phone Number: 8054020141
Email: letty@elias5.com

Comments: We appreciate the CSP and support there efforts of helping to promote trail systems for mountain biking. Trail systems for hikers and bikers are a positive situation where people can get out for exercise, socialize and build a better community.

P180-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13217>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#ndw|^ndw|hgg|frwC dw|qhw#

Sent: Vdxugd|/Qryhp eh#: /#5345#4-67#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 12:34

Submitted by anonymous user: [75.27.188.151]

Submitted values are:

--Contact 1--
First Name: Katy
Last Name: Endicott
Street Address: 2631 S. Carolina St.
Street Address Line 2:
City: San Pedro
Postal Code: 90731
State/Province: CA
Phone Number:
Email: katyendicott@att.net

Comments: I'm so pleased CSP is taking steps to increase multi-use trails. Bicyclists have limited trail opportunities in most areas. Bicycle use on trails remains greatly misunderstood. Multi-use trails can and do work worldwide. Your user conflict study supports this reality. Stay on the path of fact-based decision making and your plan is sure to succeed. I look forward to enjoying bicycle trails in CSP. Thank you for the opportunity to comment.

P181-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12436>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkd#ci#P hh#hgw|:8C |dkrrlfrp `#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#3-8; #EP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 23:58

Submitted by anonymous user: [71.197.121.24]

Submitted values are:

--Contact 1--
First Name: Mike
Last Name: Entera
Street Address: 1716 Ballou Ct.
Street Address Line 2: 1716 Ballou Ct.
City: Folsom
Postal Code: 95630
State/Province: CA
Phone Number: 916 293 9608
Email: entoy75@yahoo.com

Comments: Thanks you for this opportunity to let our voice be heard. I am a recreational rider living in the area of Folsom and El Dorado vicinity. I do belong in a local mountain bike club and we enjoy the sport for fitness and camaraderie. It would be great that BROWNS RAVINE TRAIL will be accessible to mountain bikes as well. We are fortunate to have wonderful trails in California and among these is Browns Ravine. Not only will it serve useful for people who want to use the trail aside from hikers, runners, etc. I think it will also attract visitors from other areas as well. Again, thanks for hearing us.

P182-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13102>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P183

November 17, 2012

Environmental Coordinator
California Department of Parks and Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814
Email: CEQANSC@parks.ca.gov (subject line: Statewide Trails)
Fax: 916-445-9081 (subject line: Statewide Trails)

Re: Proposed Changes in California Recreational Trails Use

Dear Environmental Coordinator and Other Decision Makers:

As stated in the proposed plan: "One of the goals of the California Recreational Trails Plan and CPS is to "provide the maximum opportunities for the public use of trails by encouraging the appropriate expansion of multi-use trail(s)".

As development increases access to safe equestrian trails is diminishing. When considering "appropriate expansion" please consider that there are sometimes serious "safety" concerns when its comes to equestrians sharing trails with mountain bikers.

There is good reason for equestrian trails to remain "equestrian only." Horses are very sensitive creatures and horses may spook at sudden movements and/or noises. Encountering bikers on horse trails can be a potential danger for a rider and/or the horses.

I have been riding horses for the past three years all around Folsom Lake. We currently share many of those trails with bikers. Most bikers are courteous and will stop when they see us coming. However, there are still those that do not understand or respect the fact that horses may spook at the sound or sight of bikes. Also, unfortunately, there are bikers that do not even slow down let alone stop. Some bikers go off the trails creating shortcuts that causes damage to the environment.

As equestrians we love our trails and have total respect for the environment. The popularity of equestrian trail riding has grown rapidly in the State of California. Baby boomers especially have taken up horseback riding in huge numbers. As mentioned above, equestrian trails have diminished due to development projects. We already share many of the trails with bikers, joggers and sometimes vehicles. **Sharing the trails should not mean "less equestrian only trails."** In fact, more trails should be opened for equestrian use instead of taking away our access.

Sincerely

Ronna Esbensen
Avid Trail Rider and Resident of Citrus Heights, California for over 20 years.

P183-1

P184

Statewide Trails

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#ci#Ere#ere1hwvC jp dlfrp `#

Sent: Wxhvgd|#hfhp eh#7#5345#=#48#DF #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 10:15

Submitted by anonymous user: [67.188.2.17]

Submitted values are:

--Contact 1--
First Name: Bob
Last Name: Estes
Street Address: 334 Central Ave
Street Address Line 2:
City: Mountain View
Postal Code: 94043
State/Province: CA
Phone Number: 4089057433
Email: bob.estes@gmail.com

Comments:

Thank you for allowing us to comment on trail use issues and I would encourage you to continue to promote multi-use trails in the area and are excited about the the opportunity to develop plans for effective sharing of the trails. Several (one study was spans 30 years) studies suggest that there are few conflicts between trail users. The current multi-use trails have used successfully for years so probably don't need to rebuild them all to handle all potential uses.

P184-1

Report P.4.14-3 limits development in parks that are "attractions in themselves" ... I agree that we shouldn't allow comercial developments on such lands, but trails are what make them attractions. People want to be in the park, not viewing it from its borders.

P184-2

Please support mutli-use trail access whenever possible. I've been biking and sharing trails with others for 10+ years, without incident. For the most part, we are all just enjoying nature.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13326

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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Statewide Trails

qirC p edifrp #qirC p edifrp #q#ehkd# #Mvvh#MvvdwruC HwdqjhuSurgxwlrqvifrp #

Sent: Tue 12/11/2012 10:57:45 AM

To: FHTD@VF#

Submitted on Friday, November 30, 2012 - 13:49
Submitted by anonymous user: [216.178.108.232]
Submitted values are:

--Contact 1--
First Name: Jesse
Last Name: Ettinger
Street Address: 11139 Acama Street
Street Address Line 2: #310
City: North Hollywood
Postal Code: 91602
State/Province: CA
Phone Number: 818-968-4104
Email: Jesstator@EttingerProductions.com

Comments:
Thank you for the opportunity to make comments.

I appreciate the major steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I also appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P185-1

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P185-2

Thank you again for the opportunity to add my feedback to the process. I'm a responsible mountain biker who volunteers his time to maintain the trails he rides and promotes good will between the mountain biking community and hikers & equestrians.

--Jesse Ettinger--

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13152

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#lhhq#hbbhqlyhuhwC jp dlfrp #

Sent: Z hqhvgd|/Qryhp eh#; #5345#-33#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 20:00

Submitted by anonymous user: [67.188.228.181]

Submitted values are:

--Contact 1--
First Name: Eileen
Last Name: Everett
Street Address: 2306 edwards st
Street Address Line 2:
City: berkeley,ca
Postal Code: 94702
State/Province: CA
Phone Number: 415-987-4941
Email: eileen.everett@gmail.com

Comments:
CSP,

I am very excited to hear you are considering opneing up more trails to mountain bikers. As a yearly supporter of our state parks we buy a pass every year, I thank you from the bottom of my heart!

P186-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13084>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Georgia & Chris Farinella

25700 Mulholland Highway Calabasas, California 91502

Environmental Coordinator
California Dept. of Parks & Recreation
Northern Service Center
One Capitol Mall – Suite 410
Sacramento, CA 95814

Sent via U.S. mail & Email: CEQANSC@parks.ca.gov

Re: Statewide Trails

October 24, 2012

Dear Sirs:

The Agency decision to convert portions of our local trails be it in the State Park, National Park or Mountains Recreation & Conservation Authority jurisdictions has had an impact on not only the environment but the residents living near these trails.

The Agency action to merge the multi use of hikers, equestrians and bicycles has been a disaster.

We live within walking distance of Topanga SP, Malibu Creek SP, Tapia Park and King Gillette Ranch.

The effect of your decision has grown out of the Parks onto our private use trails in the Santa Monica Mountains. We are besieged on our private lands.

Please consider the residents of the Santa Monica Mountains when making your ruling.

What you do affects all of us.

Respectfully submitted,

Georgia & Chris Farinella

Georgia and Chris Farinella

P187-1

P188

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#-38#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:05

Submitted by anonymous user: [71.204.142.94]

Submitted values are:

```

--Contact 1--
First Name: Cory
Last Name: Farrer
Street Address: 102 Ridgewood Drive
Street Address Line 2:
City: San Rafael
Postal Code: 94901
State/Province: CA
Phone Number:
Email:

```

Comments:
Thank you for the opportunity to make comments.

I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P188-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12331>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/27/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Ghvp rqq#^gihkhuC p h1frp `#

Sent: Z hgqhvgd|/Qryhp eh#4/#5345#4-64#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 21, 2012 - 12:31

Submitted by anonymous user: [136.200.53.1]

Submitted values are:

--Contact 1--
First Name: Desmond
Last Name: Feher
Street Address: 788 Klein Way
Street Address Line 2:
City: Sacramento
Postal Code: 95831
State/Province: CA
Phone Number: 9162203595
Email: dfeher@me.com

Comments:

Dear State Parks,

Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P189-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P189-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12619

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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subject line: Statewide Trails - PUBIC COMMENT

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subject line: Statewide Trails - PUBIC COMMENT

N.D.Fenton [nanidrew@comcast.net]

Sent: Friday, October 19, 2012 11:20 PM

To: CEQA NSC

Cc: nanidrew@comcast.net; capeer@peer.org; info@peer.org

PUBLIC COMMENT FROM OCT 5, 2012 TO DECEMBER 2012

ROAD AND TRAIL CHANGE IN USE FOR CERTAIN STATE PARKS OF CALIFORNIA (DEIR document)

written by ASCENT ENVIRONMENTAL, INC. partnering with the

California State Parks

Patricia DuMont Brad Michalk, AICP

One Capital Mall, Suite 410

Sacramento, CA 95814

916.445.8870

RE: "Implementation of the Road and Trail Change-in-Use Evaluation Process (Process) throughout the State Park System. (430 pages)

DEAR PATRICIA DUMONT and BRAD MICHALK, AICP

Please find our community of boulder Creek, unincorporated Santa Cruz county's pubic comment on the DEIR

1) The public finds this notice UNINTELLIGIBLE as the NECESSITY is not clear, the purpose is lacking, no mandate or reason WHY you offer this program.

P190-1

2) Because each state park drafts it OWN GENERAL PLAN, that includes all the necessary detail, maintenance, future expansion, etc. in that plan. YOUR "programmic" EIR document seems to target a certain chosen particular parks, to make this apply to.... when there is NO provisions in the general plans for the parks to include some outside influence, like this, on each park.

P190-2

3) Parts and parcels of your unusual plan must be presented to each park. Each park must then present it to the local public. After public comment, the state park that is offering YOUR Road and trail program MUST THEN BE ADOPTED by the particular state park, after their OWN EIR, then formally and

P190-3

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

subject line: Statewide Trails - PUBIC COMMENT

Page 2 of 6

approved by the State Park commissioners.

P190-3
I
cont'd

4) there is NO ACTUAL PROJECT LOCATION! This is the wrong way to go about A SO CALLED Environmental Impact Report. The Report is not valid. the attempt to TIER in your secret commercial interests, trying the back door approach to enter our parks .

I
P190-4

5) Requests that all commercial interests, contacts, communications be disclosed and released as a PUBLIC RECORDS REQUEST ACT made here. Please email me the information to the reply address.

I
P190-5

6) No FUNDING for this project has been legislatively mandated. Who funded this study and for what purpose?

I
P190-6

7) PLEASE disclose who PAID for this study, and who provided the actual data?

I
P190-7

8) The notice discloses this:

“THE Program EIR is programmic in nature and does not specifically analyze individual projects. If additional change-in-use actions are proposed beyond those actions covered above, CSP will independently assess potential impacts of those measures and prepare any appropriate subsequent environmental documents.”

I
P190-8

Thus, your PROGRAM EIR or your evaluation process is not applicable, nor can it be to ANY state park, because its not particular to any of them. This is the time to INDEPENDENTLY offer your ASSESSMENT to the impacts this program brings. It will cause havoc and discoordinate existing plans, systems, trails, park systems, etc.

It will bring security issues in already security breached areas of many state parks.

I
P190-9

This program allows for the PLUNDERING and PILAGING of our state parks, and no provision for the security, to prevent theft, to prevent many logging projects without public approval or permits will occur.

I
P190-10

9) "lead agency" claim is ACSENT ENVIRONMENAL, INC. A private corporation is not allowed to make any determinations for the public good. THIS PLAN IS TOTALLY REJECTED.

Information on ASCENT IS Ascent Environmental, Inc. is a forward-thinking environmental planning and natural resources consultancy. With over a century of experience among our founding principals, we provide CEQA, NEPA, natural resources, strategic regulatory guidance, climate change/greenhouse gas, and air quality and noise analysis services to California and the Western US.

I
P190-11

10) What IF Ascent is a subsidiary of the Chinese government?

I
P190-12

11) The plan fails to mention or describe how many trees (especially how many COAST REDWOOD trees) are targeted for removal and the effects thereof.

I
P190-13

12) this plan is an insult to the pubic who don't need your outside influence in our different regions.

I
P190-14

WE PROHIBIT THIS PROGRAM FROM GOING FORWARD.

I
P190-15

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

subject line: Statewide Trails - PUBIC COMMENT

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THANK YOU,

DREW FNETON

BOULDER CREEK CA 95006

Email: CEQANSC@parks.ca.gov (Subject Line: Statewide Trails)

Fax: 916-445-9081 (subject line: Statewide Trails)

NOTICE OF AVAILABILITY

of the

Draft Program Environmental Impact Report

California State Parks Road and Trail Change-in-Use Evaluation Process

California State Parks (CSP) directed the preparation of a Program Environmental Impact Report (Program EIR) for the Road and Trail Change-in-Use Evaluation Process, in compliance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines. This notice announces the availability of the Draft Program EIR. CSP is the lead agency for the proposed project under CEQA.

Project Title: California State Parks Road and Trail Change-in-Use Evaluation Process

Lead Agency: California State Parks

Project Location: The proposed Process would apply to existing recreational roads and trails in most CSP units (except off-highway motor vehicle recreation areas) statewide.

Description of the Proposed Project:

California State Parks (CSP) proposes to implement the Road and Trail Change-in-Use Evaluation Process (Process) throughout the State Park System. The Process is intended to comprehensively evaluate potential road and trail change-in-use proposals in CSP units, facilitate the review of those proposals in park units statewide. Off-highway motor vehicle recreation (OHMVR) areas are not covered under the Process. The Process provides CSP with an objective and systematic approach for making decisions regarding the addition or removal of non-motorized uses of a State Park System road or trail.

The Process would be applied to changes in use proposed by park personnel, other agencies, or user groups for specific roads and/or trails on specific CSP units. If these proposals qualified for implementation under the Process, they may be considered subsequent actions that are within the scope of the analysis in this Program EIR. Implementation of a change in use may require physical modifications to the proposed road or trail. Potential subsequent project

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

subject line: Statewide Trails - PUBIC COMMENT

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actions that may result from recommendations for a change-in-use project through the Process include:

- Reconstruction or maintenance within an existing road or trail prism (i.e., encompasses the existing top of the road or trail's cut bank to the bottom of the fill slope);
- Installation of speed control devices, railings, user refuge areas, brush trimming/removal to improve sight distances, or other trail safety features specific for certain users;
- Rerouting of trail alignments to correct otherwise unsustainable road and trail conditions where realignment begins and ends at an existing route, extends only as far as necessary to avoid the unsustainable condition, and causes no significant environmental effects;
- Installation of hardened surfaces such as, but not limited to, aggregate surfacing, rock armoring, wooden boardwalks or puncheons, and bridges;
- Closure, decommissioning, and restoration of existing roads and trails to natural conditions;

- Conversion of existing roads to trails; and
- Appurtenant facilities (e.g. trailhead, point of access, parking improvements/control, signage) related to changes in recreational road or trail use where no additional natural landscape disturbance, substantial increase in capacity, or significant environmental effects would occur.

The Program EIR is programmatic in nature and does not specifically analyze individual projects. If additional change-in-use actions are proposed beyond those actions covered above, CSP will independently assess potential impacts of those measures and prepare any appropriate subsequent environmental documents.

Public Hearings:

Affected agencies, organizations, and the public are invited to Public Hearings to be held at the following dates, times, and places. These hearings also meet the requirements in Section 15087(i) of the State CEQA Guidelines.

Saturday, October 27, 2012 Saturday, November 3, 2012

2:00 to 5:00 pm 2:00 to 5:00 pm

City of Glendale Sports Basement

Adult Recreation Center (ARC) 1881 Ygnacio Valley Road

201 E. Colorado Street Walnut Creek, CA 94598

Glendale, CA 91205

Public Review Period: The Draft Program EIR is being circulated for public review and

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

subject line: Statewide Trails - PUBIC COMMENT

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comment for a period of 60 days, beginning October 5, 2012. Written comments should be submitted no later than December 4, 2012, to the following address:

Environmental Coordinator

California Department of Parks & Recreation

Northern Service Center

One Capitol Mall - Suite 410

Sacramento, CA 95814

Email: CEQANSC@parks.ca.gov (Subject Line: Statewide Trails)

Fax: 916-445-9081 (subject line: Statewide Trails)

Hard copies of the Environmental Impact Report can be reviewed at the following locations during normal business hours and an electronic version can be viewed online at http://www.parks.ca.gov/?page_id=980:

Northern Service Center California Department of Parks & Recreation One Capitol Mall, Suite 410 Sacramento, CA 95814

Southern Service Center California Department of Parks & Recreation NTC at Liberty Station Barracks 26 2797 Truxton Road San Diego, CA 92106

Angeles District California Department of Parks & Recreation 1925 Las Virgenes Road Calabasas, CA 91302-1909

Monterey District California Department of Parks & Recreation 2211 Garden Road Monterey, CA 93940-5317

Capital District California Department of Parks & Recreation 111 I Street Sacramento, CA 95814-2204

North Coast Redwoods District California Department of Parks & Recreation 3431 Fort Avenue Eureka, CA 95503-3828

Central Valley District California Department of Parks & Recreation 22708 Broadway Columbia, CA 95310-9400

Northern Buttes District California Department of Parks & Recreation 400 Glen Drive Oroville, CA 95966-9222

Channel Coast District California Department of Parks & Recreation 911 San Pedro Street Ventura, CA 93001-3744

Orange Coast District California Department of Parks & Recreation 3030 Avenida del Presidente San Clemente, CA 92672-4433

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

subject line: Statewide Trails - PUBIC COMMENT

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Colorado Desert District California Department of Parks & Recreation 200 Palm Canyon Drive
Borrego Springs, CA 92004-5005

Russian River District California Department of Parks & Recreation 25381 Steelhead Blvd
Duncans Mills, CA 95430

Diablo Vista District California Department of Parks & Recreation 845 Casa Grande Petaluma,
CA 94954-5804

San Diego Coast District California Department of Parks & Recreation 4477 Pacific Highway
San Diego, CA 92110-3136

Gold Fields District California Department of Parks & Recreation 7806 Folsom–Auburn Road
Folsom, CA 95630-1797

San Luis Obispo Coast District California Department of Parks & Recreation 750 Hearst Castle
Road San Simeon, CA 93452-9741

Inland Empire District California Department of Parks & Recreation 17801 Lake Perris Drive
Perris, CA 92571-9293

Marin District California Department of Parks & Recreation 845 Casa Grande Road Petaluma,
CA 94954-5804

Mendocino District California Department of Parks & Recreation 12301 North Highway 1
Mendocino, CA 95460

Santa Cruz District California Department of Parks & Recreation 303 Big Trees Park Road
Felton, CA 95018-9660

Sierra District California Department of Parks & Recreation 7360 W Lake Boulevard Tahoma,
CA 96142

Tehachapi District California Department of Parks & Recreation 15101 Lancaster Road
Lancaster, CA 93536

California State Parks Internet Website: CEQA Notices

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#ehkd# #Mndq00xf#ndq0fC p ludehhfrlfrp #

Sent: Tue 11/16/2011 12:44 PM

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 12:44
Submitted by anonymous user: [71.159.226.102]
Submitted values are:

--Contact 1--
First Name: Jean-Luc
Last Name: Ferre
Street Address: 1367 Montego Ct
Street Address Line 2:
City: Vista
Postal Code: 92081
State/Province: CA
Phone Number:
Email: jeanlucf@mirrabikeco.com

Comments:
To C.S.P.: Thanks for the opportunity to make comments on the possibility of adding MTB trails to CA State parks.

I appreciate the major steps that C.S.P. has taken to promote multi-use trails. I urge you to use the PEIR to provide much needed trail opportunities for cyclists.

AS a mountain biker and hiker, I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. It is important to note that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior.

The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves". The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units.

It might be a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features, should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.

Best regards,

Jean-Luc Ferre

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12264>

P191-1
P191-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

Gdylg#lqfk#gdylyp ilqfkC p df1frp #

Sent: Vxqgd|/Qryhp eh#58/#5345#5-79#D #

To: FHTD#QVF#

CC: P du|#Dqq#Z hewhu#p dz hevhu4<;7C vefjaredkqhw*

To: Environmental Coordinator, California Dept. of Parks and Recreation

From David M. Finch
November 25, 2012

I would like to express my opposition to the presence of mountain bikes on narrow, single-track California trails ("trails"). I understand that a Change-in-Use Evaluation Process could result in many more mountain bikes on trails. Based on public policy in urban areas, personal experience and on a reading of the California Recreational Trails Plan, Phase 1, June, 2002, the presence of mountain bikes on trails is unwarranted and dangerous. My conclusions are based on the following.

P192-1

1. Bicycles and pedestrians are separated in urban areas. Bicycles are not allowed on sidewalks with pedestrians as this represents a well-documented danger to both. Also, cities are increasingly providing restricted bicycle-only lanes on streets to protect bicyclists from automobiles.

P192-2

2. It is very difficult for a bicycle rider on a trail to see/hear a hiker in time to stop or for a hiker to see/hear a bicycle in time to get out of the way (and on trails traversing a steep slope, as is common, there may be no safe way to get off the trail). Just one recent example: I was hiking a trail in the Sierra National Forest in September, 2012. Its characteristics are similar to many trails in California State Parks (including the Wood Canyon Vista Trail in Point Mugu State Park that I hiked last week). I heard someone say "Whoa... one more coming." I somehow knew that this was a mountain bicycle and instinctively--without time for thought or planning--I stepped to the side of the trail and fought for balance as the first mountain bicycle went by at a high rate of speed. I could easily have fallen back into the middle of the trail, possibly resulting in bruises, broken bones or neurological damage to me and/or to the bicycle rider. If a small child had been walking or riding on the trail and had been hit by one of the two fast-moving adults, the damage could have been severe or fatal.

P192-3

3. The California Recreational Trails Plan, Phase 1, June, 2002, "Statewide Trails Office Mission" (p. 3) states that "The system should be accessible to all Californians for improving their physical and mental well-being..." Hiking on the same trail with mountain bicycles objectively results in an increased risk of physical injury to both hikers and bikers as just discussed. I think--worry--about this while hiking on trails that allow access to mountain bicycles and this worry reduces my mental well being. If I were hiking with a child, the danger and worry would increase exponentially. This situation includes small children/hikers and small children/bikers. I assume that mountain bikers also worry about colliding with hikers, other bikers or even small children walking or riding. The increased

P192-4

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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risk to both bikers and hikers is predictable and thus should be avoided by sound policy. Close encounters with fast-moving bicycles induces fear and anxiety (this is based on conversations with many of my fellow hikers) and thus reduces accessibility to our parks.

P192-4
cont'd

4. The danger present with co-use of trails by hikers and bikers can in theory be lessened by trail engineering. An example is the Tapia Spur Trail leading into Malibu Creek State Park. I hiked this recently and noted that pairs of large boulders had been placed at blind corners, presumably to provide "gates" that would slow the progress of mountain bikes and lessen the chance of collisions. However, the Trails Plan states that one of its missions is to respect and protect "the integrity of [California's]... natural... resources" (p.3). The placement of boulders does not do this. They alter the natural topography and bring to mind an engineered speed track. The implicit message is that any natural trail is unsafe if used by both hikers and bikers (and potentially small children as well).

P192-5

5. Many state parks have miles of fire roads that can be used by mountain bikers. This is particularly true in the Santa Monica Mountains. The fire roads are wide enough and have good enough visibility so that responsible mountain bikers can avoid collisions.

P192-6

Thank you for your consideration of these views. Dave Finch

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#rkq#rkqi3579C |dkrrlfrp #

Sent: Vxqgd|/Ghfrp eh#5/#5345#-4:#SP #

To: FHTD#QVF#

Submitted on Sunday, December 2, 2012 - 22:17

Submitted by anonymous user: [216.19.25.99]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Finch
Street Address: 3270 Oak Court
Street Address Line 2:
City: Belmont
Postal Code: 86336
State/Province: CA
Phone Number: 650 759-0395
Email: johnf0246@yahoo.com

Comments: We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

P193-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13246>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lirC p edlfrp #lirC p edlfrp #rq#hkdc#ci#Grxj#gvlqg|C j p d bfrp #

Sent: Wkxwgd|/Qryhp eh#5<#5345#7-5;#SP #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 17:28

Submitted by user: TrekWreck

Submitted values are:

--Contact 1--
First Name: Doug
Last Name: Findlay
Street Address: 11634 Melones Circle
Street Address Line 2:
City: Gold River
Postal Code: 95670
State/Province: CA
Phone Number: 916-296-7362
Email: dsfindlay@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. Thank you.
Doug Findlay

P194-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/13131

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#sdx#sdxmlqC jp dlfrp #

Sent: Tue, 13 Nov 2012 10:49:49 PST

To: PHTD@VF#

Submitted on Saturday, November 17, 2012 - 00:16

Submitted by anonymous user: [24.130.99.9]

Submitted values are:

--Contact 1--
First Name: paul
Last Name: finn
Street Address: 1523 BEAVER ST
Street Address Line 2:
City: SANTA ROSA
Postal Code: 954042935
State/Province: CA
Phone Number:
Email: pauljfinn@gmail.com

Comments: This is a move in the right direction accounting for all user groups. It's tremendous to continue to recognize each user group as having a vital role to play in the ongoing support and use of our State Parks systems. Mountain biking continues to grow in popularity and with it comes the responsibility of being good stewards to your playground. Thanks for moving this initiative forward.

P195-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12408>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ehg#ehqmp lmlkC mxqrlfrp \#

Sent: Wxhvgd|#hfrp eh#7/#5345#5-58#EP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 16:25
Submitted by anonymous user: [216.162.172.113]
Submitted values are:

--Contact 1--
First Name: Ben
Last Name: Fish
Street Address: 3620 Shirley Ave
Street Address Line 2:
City: South Lake Tahoe
Postal Code: 96150
State/Province: CA
Phone Number: 530-542-2153
Email: benjaminjfish@juno.com

Comments:

As a California resident and the Trails Director of the Tahoe Area Mountain Biking Association (TAMBA) I would like to comment on the draft EIR that would change the Road and Trail Changes In Use Evaluation Process. First I must say that mountain biking have been a growing non motorized recreational activity that most current management plans and strategies are not current in addressing. Today more than even users of public lands and especially California state parks are looking for high quality and sustainable mountain bike trails. I encourage the State Parks to adopt more multi-use trails that accommodate mountain bikes. In Tahoe we have a few state parks that allow mountain bikes, however the facilities could be much better. As a volunteer with TAMBA we are capable of putting thousands of volunteer maintenance hours per year on California State Parks lands. We currently put in approximately 2000 volunteer hours per year on USFS land trails in Tahoe. I support all efforts to expand the multi-use trail system in California State parks. Many existing system trails can simply be adopted to include the use of mountain bikes. This would be a gain users of the State Parks, and a gain for the State Park system as a whole. Thanks, Ben Fish



P196-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13345>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ci#Ulk#^ulvkC fo@vlfkduyvfdshv1frp `#

Sent: Wxhvgd|#Qryhp eh#53/#5345#B-84#DP #

To: FHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 06:51

Submitted by anonymous user: [70.181.121.241]

Submitted values are:

--Contact 1--

First Name: Rich
Last Name: Fish
Street Address: 11 Santa Barbara Drive
Street Address Line 2:
City: Aliso Viejo
Postal Code: 92656
State/Province: CA
Phone Number: 949-235-4391
Email: rfish@classichardscapes.com

Comments: Love riding the back country trails, it's what helps keep this country free. Limiting the trails to only hikers would be devastating to me and thousands of others.

P197-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12585>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#rkq#rkqllmkhuC fevlfrp `#

Sent: TuJd|/Qryhp eh#9/#5345#-84#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:51

Submitted by anonymous user: [170.20.96.116]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Fisher
Street Address: 4840 Queen Florence Lane
Street Address Line 2:
City: Woodland Hills
Postal Code: 91364
State/Province: CA
Phone Number: 323.575.3750
Email: john.fisher@cbs.com

Comments:

I would like to thank California State Parks for the opportunity to make comments on this vital proposal.

As an avid cyclist (both on and off-road), I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists in our parks.

CSP's acknowledgement that there are effective tools and methods to successfully manage multi-use trails is gratifying. And I really appreciate the results of the in-depth study of trail use conflict, which reveal that after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

I understand that the trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in our parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. Don't let perfect become the enemy of good.

The report mentions a State Code (P.4.14-3) that limits development that would be considered "attractions in themselves." I believe the code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in our parks and it should not apply to trails.

Trails are so much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase our park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to our parks to enjoy the trails.

Thank you very much.

P198-1

P198-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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Respectfully,
John C. Fisher

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12344>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/27/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#P dnf#p ilw}lp p rqc hdkdgnlqhw#

Sent: Vxqgd|/Qryhp eh#8/#345# #58#P #

To: FHTD#VF#

Submitted on Sunday, November 25, 2012 - 21:25

Submitted by anonymous user: [67.180.162.241]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Fitzsimmons
Street Address: 501 Arnold Dr
Street Address Line 2: 501 Arnold Dr
City: Gilroy
Postal Code: 95020
State/Province:
Phone Number: 408-842-5469
Email: mfitzsimmons@earthlink.net

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P199-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P199-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12698

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#wrgg#wrggC wllwz dwhulfrp #

Sent: Tuqj|#Qryhp eh#9/#5345#4-85#DP#

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 12:52

Submitted by anonymous user: [24.23.238.97]

Submitted values are:

--Contact 1--
First Name: Todd
Last Name: Fitzwater
Street Address: 5972 Post Oak Circle
Street Address Line 2:
City: San Jose
Postal Code: 95120
State/Province: CA
Phone Number: 408.655.2600
Email: todd@stfitzwater.com

Comments: We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

P200-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12267>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Mrvnsk#fioruhqC p rujdqdz lfrp #

Sent: Prqgd|/Qryhp eh.#</#345#-66#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 21:33

Submitted by user: J-Flo

Submitted values are:

--Contact 1--
First Name: Joseph
Last Name: Floren
Street Address: 889 Santa Barbara Road
Street Address Line 2:
City: Berkeley
Postal Code: 94707
State/Province: CA
Phone Number:
Email: jfloren@morganlewis.com

Comments:

I would like to thank CSP for the significant steps it has taken to promote multi-use trails and to streamline the formerly unwieldy process for changing approved uses. As a mountain biker, I hope that the PEIR will provide much needed trail opportunities for cyclists. Management of a multi-use trail is not complicated and promotes dramatically increased enjoyment of the parks for virtually no cost or drawback -- trail use conflicts are very rare.

•We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

•We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

It is important to note that the analysis and work done to "convert" trails to multi-use is often excessive, unnecessary, and can easily lead to expensive trail alterations that were not really necessary. There are literally hundreds of multi-use trails in parks that have never been designed or altered for that purpose, yet function very well.

Lastly, I am concerned that some may misinterpret the Parks & Rec. Code to require some effort to prevent trails from becoming "attractions in themselves." In other words, the idea is apparently that the trails should not be fun to run, hike, or bike, and somehow there is a preference for the awful vertical fire roads and other erosive, ugly bulldozed trails. This is a terrible way to think of the parks and we really must banish that way of thinking. The entire park and its trails are the attractions! If the trails were not attractions, hikers, bikers, and equestrians would not come to the parks. The provision against facilities becoming "attractions in themselves" is obviously not intended ever to focus on a trail, which is a natural part of the park, but rather on some development (e.g., a football stadium) that would bring people in to the park that otherwise would not care that the attraction happens to be in a park. Sustainable trails are wonderful because they become part of the park and showcase it. It is the park and trail together that are the attraction, never the trail by itself. We come to the

P201-1

P201-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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parks to enjoy the trails.

Thank you for the opportunity to comment.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12582>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqirC p edlfrp #^lqirC p edlfrp #rq#ehkdd#ci#P dun#P irjdc krwp dldfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#6-43#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 16:10

Submitted by anonymous user: [64.134.136.31]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Fogarty
Street Address: 10043 Snipe Cir
Street Address Line 2:
City: Moreno Valley
Postal Code: 92557
State/Province: CA
Phone Number: 951-243-7773
Email: Mfoga@hotmail.com

Comments:

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

P202-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13073>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Gdyg#iirqjiikc |dkrrlfrp #

Sent: Z hqghvgd|/Qryhp eh#; #5345#; #4#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 21:51

Submitted by anonymous user: [99.59.120.187]

Submitted values are:

--Contact 1--

First Name: David
Last Name: Fong
Street Address: 5446 E Willowick Circle
Street Address Line 2:
City: Anaheim Hills
Postal Code: 92807
State/Province: CA
Phone Number:
Email: ffongffish@yahoo.com

Comments:

Thank you for looking into access for mountain bikes on park trails. Riding is a great time in the outdoors for my family and I. Increasing access for bike riders to enjoy the parks' beauty also creates a bigger revenue stream for both The State and surrounding businesses. It's good for everyone. Thank you for reading my comments.

P203-1

David Fong

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13091>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#wkrp dv#wrrwhC jp dlfrp #

Sent: TuJd|#Qryhp eh#9/#5345#5-8;#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:58

Submitted by anonymous user: [71.189.126.50]

Submitted values are:

--Contact 1--
First Name: Thomas
Last Name: Foote
Street Address: 20935 Hillside Dr
Street Address Line 2:
City: Topanga
Postal Code: 90290
State/Province: CA
Phone Number:
Email: tfoote@gmail.com

Comments:
Thank you for soliciting public comment.

I think history has shown that mountain bikes mix well with other kinds of users of the state park trail system, and should be allowed almost everywhere without the need for extensive new environmental study for each trail. I also believe that most trails will comfortably support bikes without expensive and unnecessary overengineering. If access to more trails is provided, that will also spread out the users making their impact less noticeable on individual trails.

Finally, I also support more trail building in Topanga State Park particularly for new trails that would be open to mountain bikes as there is plenty of terrain that could and should be opened to trail users.

Thank you.
Tom Foote

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12298

P204-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P205

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Elk|#iudhwudlq6C |dkrrlfrp #

Sent: Vdwxgd|#ghfnp eh#4/#5345#k-58#P #

To: FHTD#QVF#

Submitted on Saturday, December 1, 2012 - 22:25

Submitted by anonymous user: [98.248.188.243]

Submitted values are:

--Contact 1--
First Name: Billy
Last Name: Frates
Street Address: 90 Florence Ave.
Street Address Line 2:
City: San Anselmo
Postal Code: 94960
State/Province: CA
Phone Number: (415) 302- 0242
Email: fratetrain3@yahoo.com

Comments:

I'm pleased to hear that CSP are considering opening trails to mountain bikes. This is a low impact, heathy way for people to experience the beautiful outdoors in the CSP system. I respectfully ask that you consider opening the following trails to mtb's: Troop 80 & TCC trails in Mt. Tamalpais State Park. Bill's trail & Pioneer Trail In Samuel P.Taylor State Park. Thanks for your time! Sincerely, Billy Frates

P205-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13225>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#ghun#UhgghunC urdguxqghulfrp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#4;#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:18

Submitted by anonymous user: [142.129.137.84]

Submitted values are:

--Contact 1--
First Name: Derek
Last Name: Fraychineaud
Street Address: 110 via Teca
Street Address Line 2:
City: NEWBURY park
Postal Code: 91320
State/Province: CA
Phone Number: 3108220074
Email: Redderek@roadrunner.com

Comments:

Thank you for opening this up to public comments, it is appreciated. Thanks for the trail use study and consideration of opening many potential trails to mountain bikers such as myself. Thoughtful and courteous use of the existing park trails is not only a wonderful asset to share with other park users, it also promotes healthy recreation and smart use of existing facilities.

P206-1

Thank you for your time

Derek

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12924>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdd#rlvuhgflvuhdoinjrvc wr|rdlfrp #

Sent: Wxhvgd|/Qryhp eh#5:#5345#6-6:#6P#

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:37
Submitted by anonymous user: [8.26.81.15]
Submitted values are:

--Contact 1--
First Name: Israel
Last Name: Fregoso
Street Address: 21505 ocean ave
Street Address Line 2:
City: torrance
Postal Code: 90503
State/Province: CA
Phone Number: 310 468 5853
Email: israel_fregoso@toyota.com

Comments:
Thank you CSP to consider opening more trails to mountainbikers.

I can assure you in the name of all mountain bikers I know that the less altered the trail is, the better. There are no need to create expensive work to modify them to all "potential uses" mountain bikers as well as hikers are more attracted to challenge trails than just plain fire roads.. Example on Topanga state park what once was a really nice trail, has been plowed leaving almost no real excitement.

I do not mean to leave them completly alone, evry now and then the trail would need some work to help with the rain drainage and over grown bushes and such, and probably some work to prevent erosion from the use which the cost would be mimimal in comparison to create bridges or getting machinery to the trails and plow them.

In addition I would like to mention that in order to prevent miss use of trails, I mean for some "dare devils" to go on non designated trails, have and alternate route to the same trail, something like in the ski resorts, where one side is challenging "black diamond" and the other is "green trail" .. You can see this kind of marks in UTAH

Finally I would like to mention that you do not need to spend tons of money to create or fix the trails, I'm sure that the local chapter together with the bike trails and all the riders would be more than happy to help with trail work.

Thank you .

P.S. Is there any chance your innitiative rubs in with the Palos Verdes peninsula land and conservation committe, they seem to be on a mission to ruin what use to be great trails

P207-1
P207-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12819

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Eudg#Eudginhdjc jp ddfrrp #

Sent: Tue, 13 Nov 2012 19:08:33 -0800

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 19:08

Submitted by anonymous user: [98.207.2.62]

Submitted values are:

--Contact 1--
First Name: Brad
Last Name: Freitag
Street Address: 405 Aragon blvd
Street Address Line 2:
City: San Mateo
Postal Code: 94402
State/Province: CA
Phone Number: 650-743-2504
Email: Bradfreitag@gmail.com

Comments:

Thanks CSP for the opportunity to comment. I bike, hike and fish with my family. We camp and love the outdoors. We would love to use the PEIR for cycling and see it as a natural extension for enjoying its beauty. We urge you to open these trails to cyclists.

P208-1

Thanks, brad

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12386>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#xw#nxw#iuhghqC jp dlfpr #

Sent: Vdwxgd|#hfnp eh#4/#5345#4-4:#DP#

To: FHTD#QVF#

Submitted on Saturday, December 1, 2012 - 12:17

Submitted by anonymous user: [98.234.248.159]

Submitted values are:

--Contact 1--
First Name: Kurt
Last Name: Frieden
Street Address: 307 Hillside Dr.
Street Address Line 2:
City: Woodside
Postal Code: 94062
State/Province: CA
Phone Number: 650.530.2262
Email: kurt.frieden@gmail.com

Comments:

Thanks for the opportunity to comment on the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process. I wholeheartedly support any effort which might allow mountain bikes to access more state park trails.

I encourage you to look at the national forest trails around Lake Tahoe for an example of a trail system which successfully meets a variety of user needs. For example, bikes are allowed on most of the Tahoe Rim Trail that doesn't run through Wilderness areas without it having to be modified. In fact, bikers helped build portions of the trail and help maintain the TRT. There's one section on which the bike community voluntarily rides only every other day in order to minimize conflicts with other users.

Thanks again.

- Kurt Frieden

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13214

P209-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkda#ci#mrkq#mrkqC mrkqixfkvlfrp `#

Sent: P rggd|/6hfrp eh#6/#345#7-55#6P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 17:22

Submitted by anonymous user: [76.193.218.64]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Fuchs
Street Address: 345 Kingsbury Drive
Street Address Line 2:
City: Aptos
Postal Code: 95003
State/Province: CA
Phone Number: 831-818-8008
Email: john@johnfuchs.com

Comments: I greatly appreciate the steps that CSP is taking to create/allow more multi-use trails. As a member of the Sierra Club and IMBA, I look for every opportunity to hike and bike in our State Parks. I am also the Vice-President of The Advocates for the Forest on Nisene Marks, one of our local State Parks here in Aptos.

P210-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13281>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i# ljhqf^xhqwrfn456C |dkrrlfrp %#

Sent: Wxhvqd|#Qryhp eh#5:#5345#=#78#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:45

Submitted by anonymous user: [76.102.130.177]

Submitted values are:

--Contact 1--
First Name: Miguel
Last Name: Fuentes
Street Address: 600 Peach Court
Street Address Line 2:
City: Fairfield
Postal Code: 94534
State/Province: CA
Phone Number:
Email: fuenstock123@yahoo.com

Comments:

Allowing more access for mountain bikes is a huge step in the right direction. It is a wonderful way for people to get out and enjoy the park lands. My father was an avid cyclist who started taking me on rides through the parks at an early age. Im now 36 and plan on taking my children when old enough on bike rides in the parks.

Please consider opening more trails for bike use.


P211-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12982>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P212

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Linda Fullerton 10/27/12

Mailing Address 9800 CRAIGMITCHELL LN Shadow Hills 91040

Email Address linda@wrightcolor.com

Comments Consider addition of a use prior to construction of trail
Recommendation by CSP Evaluation + Change
which would allow change in use - closer
to beginning of the process.
Trail Change usage cannot be dictated
by revised trail construction which would allow
revised trail users

Meeting Date multi use trail should not be allowed
when safety should be the primary concern

P212-1

P213

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#NhyLq#(kxvnuC |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#;#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:58

Submitted by anonymous user: [76.173.139.73]

Submitted values are:

--Contact 1--
First Name: Kevin
Last Name: Gaffney
Street Address: 320 12th Street
Street Address Line 2:
City: Seal Beach
Postal Code: 90740
State/Province: CA
Phone Number:
Email: xhuskr@yahoo.com

Comments: Thank you for keeping mountain biking in your plans as well as opening up the opportunity for comments. More dialogue only makes for a stronger state park system. Trails in the CSP system allow for the chance to see the beauty of nature. At a time when toll roads and freeway expansion is happening, having trails as a method of transportation and relaxation/exercise if even more important. As a teacher I see students stuck to their video games at home. Having trails open to the public trails for multi-use that are sustainable. I'm lucky to get out and enjoy these offerings, tell my students and hope when they get the chance they will as well.

P213-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12967

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#p dxuhq#p rhjdiiq|C jp dlfrp \#

Sent: P rggd|/Ghfrp eh#6/#345#4-59#DP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 12:26

Submitted by anonymous user: [198.94.158.75]

Submitted values are:

--Contact 1--
First Name: Maureen
Last Name: Gaffney
Street Address: 50 Piedmont Rd
Street Address Line 2:
City: Larkspur
Postal Code: 94939
State/Province: CA
Phone Number: 415 686 0721
Email: moegaffney@gmail.com

Comments:

Dear State Parks,

Thank you for the opportunity to comment on this important document.

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thank again for your comprehensive work on the PEIR. Your continued support of cyclists in parks has not gone unnoticed!

P214-1
P214-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

Statewide Trails

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Sincerely,
Maureen Gaffney
Larkspur, CA

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13264>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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hirc p edlfrp #^hirc p edlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#4=3;#SP #

To: PHTD#QVF#

Submitted on Saturday, November 17, 2012 - 00:08

Submitted by anonymous user: [99.43.40.111]

Submitted values are:

--Contact 1--
First Name: hilary
Last Name: gans
Street Address: 3529 Ramona St.
Street Address Line 2:
City: Palo Alto
Postal Code: 94306
State/Province: CA
Phone Number: 6508048445
Email:

Comments:

I am in support of the new CSP process that will be used to facilitate the addition of mountain bikes on existing state park trails. The process is a major step forward and I hope that it will positively effect and increase mountain bike access on existing trails in state park units.

Hilary

P215-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12407>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#durq#z z z luhhu|ghu7xC p vq1frp #

Sent: Z hqghvgd|/Qryhp eh#; #5345#-3:#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 18:07

Submitted by anonymous user: [71.119.222.73]

Submitted values are:

--Contact 1--
First Name: aaron
Last Name: garcia
Street Address: 14011 montecito dr
Street Address Line 2:
City: victorville
Postal Code: 92395
State/Province: CA
Phone Number:
Email: www.freeryder4u@msn.com

Comments: first of all i would like to thank csp for there consideration of mtn bikers and the chance to ride in california state parks , i am a member of imba which cares and maintain trails all over the country . they are a responsible group and are an asset to the csp , not only mtn bikers care for our csp but we bring toursim to our state parks.

P216-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13077>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqirC p edlfrp #^lqirC p edlfrp #rq#ehkdc#ci#durq#z z z luhhu|ghu7xC p vq1frp #

Sent: P rggd|/Qryhp eh.#</#5345#7-45#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 17:12

Submitted by anonymous user: [71.119.222.73]

Submitted values are:

--Contact 1--
First Name: aaron
Last Name: garcia
Street Address: 14011 montecito dr.
Street Address Line 2:
City: victorville
Postal Code: 92395
State/Province: CA
Phone Number: 626-274-7118
Email: www.freeryder4u@msn.com

Comments: please continue mtn. bikers as a asset to the areas they are in they are people who care about the our forests we recreat in and the revenue we bring to the local enconomies. thx you.

P217-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12572>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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ljrC p edlfrp #^ljrC p edlfrp #

Sent: Wkxwgd|A|ryhp eh#<#5345#-5;#SP #

To: FHTD#QVF#

Submitted on Thursday, November 29, 2012 - 14:28

Submitted by anonymous user: [70.191.91.94]

Submitted values are:

```
--Contact 1--
First Name: Joseph
Last Name: Garcia
Street Address: 6900 Whittier Drive Apt #121
Street Address Line 2:
City: Goleta
Postal Code: 93117
State/Province: CA
Phone Number:
Email:
```

Comments:

Dear California State Parks,
 As an avid cyclist, I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
 Sincerely,
 Joseph Garcia

P218-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13124>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqirC p edlfrp #lqirC p edlfrp `#rq#ehkdc#ci#Nulwdeh#
^p vnuwdehdjdudfdlgli}C jp dlfrp `#

Sent: Z hgqhvgd|/AQryhp eh#54/#5345#3-58#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 21, 2012 - 11:25

Submitted by anonymous user: [68.233.201.194]

Submitted values are:

--Contact 1--
First Name: Kristabel
Last Name: Garcia-Diaz
Street Address: 2013 Tnagerine Street
Street Address Line 2:
City: bakersfiel
Postal Code: 93306
State/Province: CA
Phone Number: 661-303-2981
Email: ms.kristabel.garcia.diaz@gmail.com

Comments:

I want to thank you for allowing the public the opportunity to make comments.
As a supporter of multi use trail, I appreciate the major steps you have
taken in order to promote mutil use trails and provide much needed trail
opportunities for cyclists.

P219-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12616>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#P hh#Yhdc@C p h1frp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-54#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:21

Submitted by anonymous user: [68.5.183.141]

Submitted values are:

--Contact 1--
First Name: Mike
Last Name: Gaskins
Street Address: 18 Denver
Street Address Line 2:
City: Irvine
Postal Code: 92604
State/Province: CA
Phone Number: 949-395-5808
Email: Velella@me.com

Comments:

I fully support permitting access for mountain bicycles on trails in California State Parks

P220-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12872>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

Gates Family [fairoaksca@comcast.net]

Sent: Friday, October 26, 2012 2:45 PM

To: CEQA NSC

Please save some trails for hiking without the distraction of mountain bikes. We call Parks ahead of going there to see if there are trails without mountain bikes so we can "get away from it all."

When my Mother passed away I missed her greatly because we were very close. My husband took me hiking on a trail along Lake Natoma in the Sacramento area to try to console me. We constantly had to keep a look out behind us and had to move off the trail while mountain bikers politely shouted "Excuse me." (Ironically there is a paved bike trail within about 30 feet from the "single track" multi-use trail.) There should be various types of recreation allowed, and that includes a hiking experience WITHOUT mountain bike distractions. This is especially necessary in urban areas where there are few places to seek solitude.

Following is an excerpt from the 1912 Minutes and Details of the Founding of the San Francisco Branch of the Nature Friends (Tourist Club) on Mt. Tamalpais. It was written by my great uncle Bernhard Fischer, one of the founders. What is implied is that nature is part of a "humane existence and the common fight against the modern exploitations". And that nature is to be admired and fostered.

"The same ambitions, same passions, and same ideals united all living things to social coexistence.

We humans, as the most perfect and noble creatures have many ideals and aspirations, which arouse in us the need for the mutual exchange of ideas and interaction. Modern life forces us more and more to realize that unity is strength. We unite ourselves to the same work and struggle for a humane existence and the common fight against the modern exploitations. So we seek to unite nature and art so we can admire and foster them. As magnificent and admirable human art is, it cannot even come close to the almighty greatness and splendor of eternal nature, from which we derive our existence. In order to admire and revere her beauty and multiplicity, we will join together as Naturfreunde (Friends of Nature)." Bernhard Fischer 1912



P221-1

Please give this consideration.

Sincerely,

Valerie Gates

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 11/2/2012

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hjrC p edlfrp #^hjrC p edlfrp #

Sent: Vxqgd|/Qryhp eh# ; #5345#=#6#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 02:33

Submitted by anonymous user: [67.188.188.114]

Submitted values are:

--Contact 1--
First Name: Darrin
Last Name: Geahry
Street Address:
Street Address Line 2:
City: Novato
Postal Code: 94947
State/Province: CA
Phone Number:
Email:

Comments: Thank you for giving the mountain bike community to have a open forum to submit suggestions for future trail access in our beautiful state parks. The mountain bike community is a growing group of passionate cyclist of all ages and diverse backgrounds. Trails access to cyclists is very much needed. Mountain biking is a great way to help get the youth of our nation out into nature keeping them healthy and active while enjoying the environment around them, in hopes of fostering them into life long nature lovers to help preserve the natural lands around us. Thank you

P222-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12476>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#dyh#gdyhC @jhrujh1frp #

Sent: TuJd|#Qryhp eh#9/#5345#B=3<#EP #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 17:09

Submitted by user: dgscreamer2

Submitted values are:

--Contact 1--
First Name: dave
Last Name: geroge
Street Address: 19538 vineyard ln
Street Address Line 2:
City: saratoga
Postal Code: 95070
State/Province: CA
Phone Number:
Email: dave@ldgeorge.com

Comments:

Dear California State Parks,

Thank you for taking comments.

I would like to see Mountain Biking in California State Parks.

Sincerely, Dave George

P223-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12375>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P224

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Guhz #Guhz C GJS0lf1frp #

Sent: Wxhvgd|#hfhpehu#7/#5345#-89#DF#

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 06:56

Submitted by anonymous user: [108.216.150.36]

Submitted values are:

--Contact 1--
First Name: Drew
Last Name: George
Street Address: 7472 La Jolla Blvd
Street Address Line 2:
City: La Jolla
Postal Code: 92037
State/Province:
Phone Number: 6198183739
Email: Drew@DGP-inc.com

Comments: Thank you for the opportunity to comment on this process, and I applaud the new approach that is being taken to objectively consider adding mountain bikes to existing trails. Accordingly, I look forward to increasing my donations and involvement in the volunteer efforts to build and maintain these wonderful public paths for all users.

P224-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13314>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P225

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ri#Dlqgd# #GdyLg^#ajb789C |dkrr1frp `#

Sent: P rggd|/Ghfrp eh#B6/#5345#5-64#SP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 13:31

Submitted by anonymous user: [50.0.98.12]

Submitted values are:

--Contact 1--
First Name: Linda & David
Last Name: George
Street Address: 19538 Vineyard Lane
Street Address Line 2:
City: Saratoga
Postal Code: 95070
State/Province: CA
Phone Number: 530-414-1848
Email: lkg_456@yahoo.com

Comments:

To California State Parks staff,

Thank you for the opportunity to make comments on the draft PEIR. We appreciate the steps DPR has taken to promote multi-use trails, and we urge you to adopt the draft PEIR.

We appreciate your in-depth study and consideration of ways to provide multi-use trails that are socially and environmentally sustainable for hikers, equestrians, and cyclists.

In addition, we request that the conversion analysis avoid over-engineering trails to account for every potential form of user behavior, instead providing a more natural, rugged experience where possible.

Sincerely,
Linda & David George

P225-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13269>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

Ruth Gerson PO Box 787 Agoura, CA 91376 818-991-1236 ruthgerson@aol.com

December 4, 2012

Email: CEQANSC@parks.ca.gov

STATEWIDE TRAILS - PEIR for Change-in-Use Process

I am strongly opposed to allowing mountain bikes on California’s narrow trails in the State Parks.

You are condoning dangerous situations, which you have been aware of for many years, that often result in conflict among trail users and allows the multi-use trails to default to bikers as other trail users seek safer paths for enjoying a park experience. As non-biking trail users abandon multi-use trails, those trails default to bikers only; and since no one except bikers are then using those multi-use trails, they are not going to have any conflict as there are no other users. Your attitude of not setting a safe policy for ALL trail users is unprofessional.

The fact that existing trails appeal to bicyclists is not sufficient rationale for changing the trail users. Equestrians and hikers need the opportunity for a recreational experience that is safe and not shared with speeding bikes. Trails for use only by equestrians and hikers are worthy of preservation. Just as bicycles are separated from pedestrians in urban areas, surely you must realize that studies have shown there is serious danger to the pedestrians if bikes are allowed on the sidewalks. Most cities have signs telling bicyclists to not ride on the sidewalks. When so many cities have bicycle policies regarding interacting with pedestrians, those policies and laws are not made without some serious forethought for everyone’s safety. It is very difficult for a bicyclist on a trail to see or hear a hiker or equestrian in time to stop, or for a hiker/equestrian to see or hear a bicycle to get out of the way in time. On trails across steep slopes there is no safe way for anyone to get off the trail with a biker speeding at you, whether from the front or behind or around a curve. Agile adults have a better chance to survive such situations than older people or children or equestrians. But why should such a situation even be allowed to restrict the access and enjoyment to State Parks for traditional users, non-bikers?

California Recreational Trails in their Mission Statement says that, "The system should be accessible to all Californians for improving their physical and mental well-being..." Since mountain biking increases the risk of physical injury to other trail users, State Parks is turning a blind eye to the safety concerns and physical and mental well being of non-bicyclists. Having a child with us or taking an older person or a disabled person on horseback to the State Parks should be a safe and comfortable experience for all. It is not when we cannot find a safe trail without mountain bikers. You must know that anxiety decreases the mental well-being of everyone. Anxiety about a possible dangerous situation increases the fear that people have of whether to even risk going into the State Parks where bikes are allowed on narrow trails. That is not a relaxing thought, and therefore many are denied access to State Parks in order to avoid the very possible danger of meeting speeding bicyclists.

By redesigning some trails, certain dangerous situations can be mitigated. However, that activity would show disrespect and lack of protection for the integrity of the natural resources, going against the State Parks mantra. Altering natural topography to add another trail user indicates that natural trails cannot handle conflicting trail users. CSP trails were not designed nor built for high speed travel or for technical challenges. Although mitigation measures may be implemented on some trails, CSP does not have the resources of staff or funds to effectively provide and monitor an enforcement program relative to speed control on multi-use trails. Surely there must be someone or a department with people who will be objective to eliminate the bias that is now rampant in favor of mountain bikers. Speed and reckless behavior have a direct and cumulative effect on all trail users who do not ride bikes, and even on some who do ride responsibly.

P226-1
P226-2
P226-3

There are many miles of fire roads in the State Parks that are safe and challenging for the mountain bikers to enjoy. Most are wide enough with good visibility so that responsible mountain bikers can avoid collisions with other trail users. The Santa Monica Mountains is an example of good fire roads.

P226-4

Environmental studies are clearly warranted for each trail change of use, and, in fact, are now required by law, prior to any proposal to add a whole new user group to an existing trail. It is wrong for State Parks to discount and ignore all the information that has been provided and instead to try avoiding doing the environmental studies by filing for a CEQA exemption and the PEIR.

P226-5

Why was there no CEQA found for when Tapia Spur Trail was changed to a multi-use trail from one for hiking/equestrian use? It's interesting how certain important documents get lost within State Parks. How could the trail change be approved without CEQA? Why aren't land managers required to log and retain documents to show requests, permits, processes followed, lack of bias and other important evidence?

Why does CSP consider allowing mountain bikers to use public lands for their extreme sport and to even modify the trails to better accommodate them? Not all bicyclists ride roughshod over the land and not all are rude and dangerous to other trail users. However, enough of them are hostile to other trail users and count kudos for intimidating and scaring other users so they never return to certain trails. It seems that a "Project" is defined as "...an activity which may cause either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment..." Have you seen photos of "projects" where mountain bikers are literally tearing up the environment?

P226-6

Apparently, PEIR evaluates the change in use process for proposals on individual trails, but it does not evaluate individual change-in-use projects. So, proposals are evaluated but not projects. And if everything objectionable has a negative mitigation, then you have no real stopgaps and just proceed forward. What an interesting system!

P226-7

The following letters relative to the mountain biking problem further show how the conflict restricts the public's access to safe trails in California State Parks.

TAPIA SPUR TRAIL ACCIDENT AUGUST 9, 2005

This accident happened on August 9, 2005, Tuesday afternoon approximately 5:00 pm.

My friend and I rode horses out from my house off Piuma Rd about 3:00 pm. We took the Backbone Trail, which starts at the Salvation Army Camp site, and rode through Tapia Park and on to the Tapia Spur Trail to ride over to Malibu Creek State Park. We were out for about two hours and were on our way back. I was in the lead going back over the Spur Trail behind Camp David Gonzalez. The horses walked the entire way and were quite relaxed.

At approximately 1/2 - 2/3 through the Tapia side of the Spur Trail, I was walking my horse up about a 10 ft grade with a blind left turn when, within a heartbeat, there was a mountain biker, silent as can be, right in front of my horse. This is a very narrow trail, and I was now in an extremely dangerous and life threatening situation.

My horse shied immediately, spun around 180 degrees into my friend's horse behind me, creating panic in his horse. Then my horse stepped to the side to bolt and run, but instead stepped off the trail down the cliff side, scrambling to keep his footing. I was able to roll off my horse into some heavy brush, which prevented both me and my horse from sliding quite a ways down into the canyon. When my horse regained his footing, he bolted the opposite way past my friend, further agitating the other horse that was now trying to back into the upper hillside on this narrow trail. When I looked up, all I could see from the ground below was hoofs from my friend's horse as he jumped down on the trail very, very close to me.

I pulled myself up to the trail, and, in checking, saw that I had a lot of cuts and abrasions. I asked my friend to walk his horse along the trail towards the direction that my horse went. I called 911 and asked for assistance from the Lost Hills Sheriff Dept. and Animal Control. When my friend reached higher ground, he was able to spot my horse running down the steep canyon towards the back of Camp David Gonzalez. My fear was that my horse would run out onto Las Virgenes Road, now busy with rush hour traffic. Although I am disabled, I made my way down the rest of the trail to a road where I flagged down a car to take me to Camp David Gonzales' main entrance on Las Virgenes Road. There, a person told me that someone had grabbed a loose horse on Las Virgenes Road and walked him into Camp David Gonzalez. Luckily, he was there when I got there.

This accident could have resulted in something much more serious than minor injuries to me and the horse; it could have resulted in my death.

Bikes on these narrow winding cliff side trails could be silent killers! I have no problem with bikes on the wide, fire roads where we all share the trails, but they should not share trails like the Tapia Spur Trail where a bike appears suddenly out of nowhere without warning.

Saul Berman
551 Mountain Green Dr
Calabasas, CA 91302

P226-8

CHANGE-IN-USE PROGRAM for California State Parks

The TAPIA SPUR TRAIL designation should revert to a Hiker / Equestrian Trail.

Equestrians are clearly a minority, but they have been *totally displaced* on this trail. No one has been able to find the CEQA for changing Tapia Spur Trail to multi-use; and records do not show that the proper procedures were even followed to change the trail designation to multi-use. Prior to that time, the mountain bike community heavily lobbied the superintendent, and the trail was changed to multi-use. Horses and horseback riding are an integral part of the Santa Monica Mountains and should be treated as a cultural and historical resource, with horseback riding as a popular and accepted recreational activity on the public trails.

Although Tapia Spur became multi-use in theory, it defaulted to mountain bike use only. There were a great many near-misses and some actual accidents on the trail. On any narrow trail with constraining characteristics, all hikers, equestrians and horses face real danger from suddenly meeting faster moving cyclists. The hikers and equestrians were intimidated and scared; naturally, they feared for their safety especially around the many blind curves. There has never been any enforcement or presence of rangers. Eventually, hikers and horseback riders stopped using the trail as it was no longer safe or enjoyable. So much for the “multi-use” designation that disenfranchised hikers and equestrians. The main reason the bikers wanted Tapia Spur Trail was that it would make a loop ride for them using Bulldog Fire Road and Mesa Peak Fire Road. Although they had an alternative, they chose not to use the shoulder of Las Virgenes Rd. which other bikers use all the time.

I was erroneously under the impression that the safety of trail users and the quality of trail experiences were important to State Parks. However, those criteria were obviously not considered when Tapia Spur Trail was changed to multi-use and the safety of non-bikers was ignored.

For years now, the situation has remained the same despite repeated requests to State Parks for improving the quality experience and the safety of using that trail for *all* users. The indifference by many of the bikers using this trail is compounded by other issues such as their inability to stop quickly, their skidding into people and horses and laughing about it at the same time, and the view by many that crashing is part of the sport’s challenge toward making the whole experience a “high.”

Tapia Spur Trail, as multi-use, seriously risks the safety of hikers and equestrians, and therefore gives a negative trail experience to those users. I have attached the CET&LC criteria for multi-use trails. California Equestrian Trails & Lands Coalition (CET&LC) is an organization with about 40,000 members, dedicated to safe trails for equestrians. It is important to use common sense when reviewing trails for multi-use designation so as to enhance, rather than diminish, the outdoor experiences for all.

I Strongly Urge You to Re-designate TAPIA SPUR TRAIL for hikers and equestrians only.

Thank you for considering my comments.

Ruth Gerson, President
Recreation & Equestrian Coalition
PO Box 245, Agoura, CA 91376
818-991-1236 ruthgerson@aol.com

P226-9

California Equestrian Trails & Lands Coalition

**CRITERIA FOR MULTI-USE TRAILS
TO ENSURE SAFETY & A QUALITY EXPERIENCE FOR ALL**

1. Line Of Sight

Visibility is a major factor in the safety issue. Switchbacks and blind curves severely limit all users. Limited visibility reduces reaction time of other trail users to gauge the bicyclist’s speed and control so as to move out of the way where possible. Limited visibility reduces the cyclist from seeing other trail users that he/she is approaching from behind, thereby not slowing nor giving a warning call before reaching them.

2. Trail Width - Slope & Drop-off

Safety on narrow trails requires that one be able to move off the trail to avoid an accident. If there is no way to go up a steep slope, or if the drop-off is too extreme, one literally has nowhere to go. Blind curves and switchbacks in conjunction with narrow trails along sides of mountains with steep drop-offs and slopes increase the chances of accidents when trail users of different speeds are compelled to use the same trail.

3. Startle Factor

Cyclists are silent, appearing suddenly and unexpectedly, thus startling and alarming others. The silence of their activity is only broken by their sudden and urgent attempts to slow or stop. On narrow trails with reduced line of sight, the risk of collision between fast moving, silent cyclists and other users rises dramatically.

4. Trail Grade

This factor is directly proportional to the downhill cyclist’s speed. There does not appear to be incidents among the users when cyclists are going up a grade. Cyclists going downhill often are not able to stop when suddenly confronting another user. The cyclist all too frequently slides and skids in the attempt to avoid colliding into people or horses.

5. Trail Surface

Surfaces that are slippery with sand or excess scree diminish traction for all users and raise the chances of injury. When such a trail is also narrow, or has no escape route or reasonable visibility, it becomes a hazard for multiple users.

6. Quality of Outdoor Experience

Safety should be a primary consideration in policies for multi-use trails to enhance the positive experiences that outdoor recreation provides. The trail experience is a relaxing endeavor for most. Although many bicyclists may share these values, their sport increasingly emphasizes speed, trail challenge, and a physically exhilarating experience. Mountain biking requires a vehicle and thus is fundamentally a different experience from other users. The compatibility of trail users disappears and conflict intensifies when safety trail criteria diminish. Then perceived risk becomes real for hikers and equestrians, and injury and displacement are the predictable experiences. When the quality of a trail experience is markedly reduced, most will choose not to repeat it rather than take the risks.

In summary, the equestrian community supports multi-use trails where appropriate. On narrow trails with constraining characteristics, the hikers, equestrians and horses all face real danger from suddenly meeting faster moving cyclists. It is important to use common sense when reviewing trails for multi-use designation so as to enhance, rather than diminish, the outdoor experiences for all.

P226-10

Tapia Spur Trail – Description & Historical use

Date: 1980's

The trail is about 1 mile, connecting Malibu Creek State Park (MCSP) with Tapia Park, which is a sub-unit in the State Parks system. It has a narrow tread; it winds with about 10 blind curves and switchbacks; and it has a steep slope on the high side and on the down side almost the entire length. There is only 1 safe place (that I know of) where passing is easy. It has historically been used by hikers and equestrians.

The Mountain Bike (MB) community wants it open so that they can ride a loop without going on the shoulder of Las Virgenes Rd. Years ago there was a trail called the Ladies Trail that connected MCSP and Tapia, but part of it was on private property. We have asked SP to inquire about getting an easement or buying the property in order to have an alternate trail for the bikers. They have refused to do anything in that regard.

Four years ago we had meetings about this very subject, and all of this was discussed then. State Parks has never done anything to find a way to remedy the potential dangers if this becomes a multi-use trail. Their attitude is "let's open it and see what happens; if it is dangerous, we will change things."

This trail is the gateway to the Backbone Trail and should not become a dangerous speed thrill for the bikers who displace other trail users from enjoying it, nor should it be considered a motocross track for mountain bikers. It was built by Ron Webster & Sierra crew in the late 1970's.

P226-11

Santa Monica Mountains Trails Council
PO Box 345
Agoura Hills, CA 91376

January 28, 2010

Ron Schafer
Superintendent Angeles District
California State Parks
1925 Las Virgenes Rd
Calabasas, CA 91302

Dear Mr. Schafer:

There has been considerable discussion over the years about the Tapia Spur Trail. As you know, it was originally built for hikers and equestrians, so it is narrow and winding. I have not been able to locate the CEQA that may have been filed when it was changed to Multi-use.

After the changed use designation, hikers and equestrians rarely used the trail, and they still don't. I believe it's been about 8 years since the trail use was changed. According to State Park policies it is not a safe multi-use trail, as it does not give all users a safe experience. Hikers and equestrians are afraid to meet bicyclists on the narrow trail with at least 7 blind curves, steep drop-offs, and few areas for passing. Although there have not been a lot of accidents on the trail, that is because the trail has defaulted to mainly mountain bikers.

Would you please consider rescinding the multi-use designation until it is made into a really safe multi-use trail?

Another option is to have separate trails, with one for bikers and the other for hikers and equestrians. I can show you where an old trail could be reopened. Since street bikers safely use Las Virgenes Rd, mountain bikers could also use it to close their loop from Tapia Park to MCSP.

Tapia Spur Trail is the only route for hiking and equestrian trail users from the community of Monte Nido to access MCSP. Hikers and equestrians have long been denied a safe trail experience on Tapia Spur. I hope that you will help change that situation for one of the major and historical users of the trails in Malibu Creek State Park.

Thank you for considering this request.

Ruth Gerson
President
Santa Monica Mountains Trails Council

P226-12

P227

Re: Statewide Trail Change in Use Program EIR - Notice of Availability

Page 1 of 1

Re: Statewide Trail Change in Use Program EIR - Notice of Availability

Ruth Gerson [ruthgerson@aol.com]

Sent: Monday, October 15, 2012 7:28 PM

To: CEQA NSC

Since the EIR was started Oct 5, why did it take 10 days to send the notice electronically?

P227-1

Ruth

-----Original Message-----

From: CEQA NSC <CEQANSC@parks.ca.gov>

To: CEQA NSC <CEQANSC@parks.ca.gov>

Sent: Mon, Oct 15, 2012 4:08 pm

Subject: Statewide Trail Change in Use Program EIR - Notice of Availability

Please find attached Statewide Trail Change in Use Program EIR – Notice of Availability

Thank you for your interest in California State Park programs

If you would like to be removed from the list please let us know.

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

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Statewide Trails

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ri#U |dq#Dqguhz u|dqjlevrqC drdfirp `#

Sent: Tuqd|#Qryhp eh#9/#5345#-5; #EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 18:28

Submitted by anonymous user: [50.131.74.23]

Submitted values are:

--Contact 1--
First Name: Ryan
Last Name: Gibson
Street Address: 107 Cobblestone Ct
Street Address Line 2:
City: Novato
Postal Code: 94945
State/Province: CA
Phone Number: 317-418-3818
Email: Andrewyangibson@aol.com

Comments: Very happy to see what looks like progress towards greater trail access for mountain bikers. We represent a big voting and tax paying population that deserves greater equality when it comes to access. Thank you for recognizing this important demographic and working to help bring parity thru making more trails multi use. We appreciate it!!!!

P228-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12380>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#ehkdc#ci#Drnhq}#ndp dhndC krwp dlfrp '#

Sent: Vdwxgd|/Qryhp eh#: #5345#-34#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 08:01

Submitted by anonymous user: [64.81.235.125]

Submitted values are:

--Contact 1--
First Name: Lorenz
Last Name: Glaza
Street Address: 3612 Angelus Ave
Street Address Line 2:
City: Glendale
Postal Code: 91208
State/Province: CA
Phone Number:
Email: kamaekia@hotmail.com

Comments:

I want to thank the CSP for the opportunity to make comments.
I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.
Thanks!

P229-1

P229-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12414

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#i#P dddq#p jrghhqc vefjredcdqhw#

Sent: Prqgd|/Ghfrp eh#6/#345#=-66#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 14:33

Submitted by anonymous user: [17.202.45.131]

Submitted values are:

--Contact 1--
First Name: Marian
Last Name: Goldeen
Street Address: 40453 Cherokee Oaks Dr.
Street Address Line 2:
City: Three Rivers
Postal Code: 93271
State/Province: CA
Phone Number:
Email: mgoldeen@sbcglobal.net

Comments:

Thanks for the opportunity to make comments on the draft PEIR as pertaining to mountain biking. I'm a 50+ year old enthusiastic mountain biker (since 1999). It's my favorite form of recreation, and trails are the most important part.

I agree completely with IMBA's points, which I will cut and paste (with only one typo correction) here:

-We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

-We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

-We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

-The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

-The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and

P230-1
P230-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

Statewide Trails

Page 2 of 2

designed to showcase a park's natural features should be enjoyed as such. They are works of art that complement the sense of place. People come to parks to enjoy the trails.

I P230-2
cont'd

Sincerely,

Marian Goldeen

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13274>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#ere#ghergdz jC frp fdwqghw#

Sent: Vdwxgd|/Qryhp eh# : /#5345# =7<#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 21:49

Submitted by anonymous user: [24.6.133.131]

Submitted values are:

--Contact 1--
First Name: bob
Last Name: gonzales
Street Address: 1886 Findley Dr
Street Address Line 2:
City: milpitas
Postal Code: 95035
State/Province: CA
Phone Number:
Email: debodawg@comcast.net

Comments: I have spent many hours and dollars in the upkeep our our current trail systems. Including trails I do not ride. As a mountain biker I would like to see equal and fair use of our trail systems.

P231-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12466>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqirC p edlfrp #lqirC p edlfrp `#rq#ehkdo#r#Mrvh#frvbjrq}dñ}C whnelhvfirp `#

Sent: Z hqghvgd|AQryhp ehz#5; #5345#; -63#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:30

Submitted by anonymous user: [208.87.233.180]

Submitted values are:

--Contact 1--
First Name: Jose
Last Name: Gonzalez
Street Address: 26370 N Teal Ct
Street Address Line 2:
City: Santa Clarita
Postal Code: 91387
State/Province: CA
Phone Number: 661-645-1153
Email: jose_gonzalez@trekbikes.com

Comments:

Thank you for the opportunity to make comments on this important issue. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to note that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Sincerely,

Jose Gonzalez
Santa Clarita, CA

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13022

P232-1
P232-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#ci# lkdh#p hjp weC jp dlfrp #

Sent: Wxhvgd|#ryhp eh#5:#5345#-69#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:36

Submitted by user: MGoodman

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Goodman
Street Address: 11942 Hartsook St
Street Address Line 2:
City: Valley Village
Postal Code: 91607
State/Province: CA
Phone Number: 213-453-4527
Email: megmtb@gmail.com

Comments:

First, I'd like to thank California State Parks for giving the public the opportunity to make comments on this issue. In addition, I appreciate the efforts that California State Parks is making to promote multi-use trails. But I urge California State Parks to use the PEIR to provide much needed trail opportunities for cyclists.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

Because the trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations, it is important to note that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Therefore, care should be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place.

P233-1
P233-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12940

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hdq#jruqrq1vhdqC jp dlfrrp #

Sent: Tuqj|#Qryhp eh#9/#5345#6-8:#6P #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:57

Submitted by anonymous user: [17.193.12.94]

Submitted values are:

--Contact 1--
First Name: Sean
Last Name: Gordon
Street Address: 1901 Alford Av
Street Address Line 2:
City: Los Altos
Postal Code: 94024
State/Province: CA
Phone Number: 408-892-6916
Email: gordon.sean@gmail.com

Comments: Thanks for being reasonable about mountain bike use in California's public parks. Access to recreational mountain bike trails is important to my family.

P234-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12363>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/27/2012

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#dx#shjrvvc jp dlfirp #

Sent: TuJd|#Qryhp eh#3/#5345#=#6<#SP #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 21:39

Submitted by anonymous user: [108.239.178.215]

Submitted values are:

--Contact 1--
First Name: paul
Last Name: goss
Street Address: 6641 kim ann lane
Street Address Line 2:
City: salinas
Postal Code: 93907
State/Province: CA
Phone Number: 8312750624
Email: pegoss@gmail.com

Comments:
The following are suggested talking points:

Thank you for the opportunity to make comments.
I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
I also appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P235-1

P235-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13196

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Fkub#vghdffwC jp dbfrp #

Sent: Prqgd|/Ghfrp eh#B6/#345#4-5<#DP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 12:29

Submitted by anonymous user: [199.16.144.7]

Submitted values are:

--Contact 1--
First Name: Chris
Last Name: Gould
Street Address: 79 Robinhood Dr
Street Address Line 2:
City: San Rafael
Postal Code: 94901
State/Province: CA
Phone Number: 4156523465
Email: slide.accts@gmail.com

Comments: I heartily support revising the EIR process for determining acceptable uses of trails in CA. The process that was used for the 680 trail absolutely needs to change. Spending \$700K for a 3 mile trail is simply not sustainable. Also, I am frustrated by the number of changes and the amount of time and money that needs to be spent to open Bill's trail to bikes. We need to cut out the red tape and use more common sense in this process and not overengineer trails to the point that they become more like roads than trails.

P236-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13265

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#R dy#fed|dndnlhc jp ddfpr #

Sent: Z hqghvgd|/Qryhp eh#5;#5345#;-7;#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:48

Submitted by anonymous user: [24.23.161.8]

Submitted values are:

--Contact 1--
First Name: Oliver
Last Name: Govers
Street Address: 6745 Sobrante Road
Street Address Line 2:
City: Oakland
Postal Code: 94611
State/Province: CA
Phone Number: 51-339-6965
Email: bayareakite@gmail.com

Comments:

Thank you for the opportunity to provide comments on the inclusion and expansion of bicycling activities in California State Parks.

Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Bicyclists should be included into the category of trail users. In-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

Thank you,
Oliver Govers
Oakland, CA

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13028

P237-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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qirC p edlfrp #^qirC p edlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#=#48#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:15

Submitted by anonymous user: [50.20.225.214]

Submitted values are:

--Contact 1--
First Name: Eric
Last Name: Grabow
Street Address: 24651 Via Tecolote
Street Address Line 2:
City: Calabasas
Postal Code: 91302
State/Province: CA
Phone Number:
Email:

Comments: Thank you for the oppotunity to weigh in on trail use in CA State parks. I am both an avid cyclist and hiker and therefore, have a balanced perspective of multi-use trail use. Trails generally do not need to be altered to allow for multi-use. Cyclists will simply choose not to ride on rails that are too rocky, steep or full of brush. Those that are adequate for cycling will see benefit from additional trail maintenance performed from established cycling organizations like CORBA and IMBA who can help add features that benefit all users such as drainage and clear outs without exhaustive conversion analysis and planning. We don't need to over engineer trails. Mutli-use designation is great for everyone who enjoys the wonderful trails California has to offer. Thank you.

P238-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12309

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P239

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Jduqhu#}jjjusk{C fr{lqhw#

Sent: P rggd|/6hfrp eh#B6/#5345#;=49#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 20:16

Submitted by user: gggraphx

Submitted values are:

--Contact 1--
First Name: Gardner
Last Name: Grady
Street Address: 9953 Pebble Beach Drive
Street Address Line 2:
City: Santee
Postal Code: 92071
State/Province: CA
Phone Number: 619 448-7313
Email: gggraphx@cox.net

Comments: As a mountain biker and hiker I support multi-use trails in our state parks. As a long time volunteer trail worker and hiker in my local park I know that most trails that should be considered for multi-use would need little or no physical work done on them to make them multi-use--good news in these times of tightened budgets. I encourage staff in parks to reach out to their local mountain bike clubs. They are a great resource to help with maintenance, patrol and can even be partners in securing trail building grants. I also believe that by having more miles of trails open to all users the impacts of these users can be spread thinner over a park and help make conflicts less likely to occur. Thank you for all your fine work and for allowing me to comment on this plan.

P239-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13292>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ri#|dq#u|dq{rc |dkrrlfrp #

Sent: Prqgd|/Ghfrp eh#B6/#345#;-56#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 21:23

Submitted by anonymous user: [98.208.34.205]

Submitted values are:

--Contact 1--
First Name: ryan
Last Name: graham
Street Address: 5230 Arbardee Dr
Street Address Line 2:
City: fair oaks
Postal Code: 95628
State/Province: CA
Phone Number:
Email: ryanxj2@yahoo.com

Comments: Ive lived all 28 years of my life in California and have spent many moments during that time in awe of the natural landscapes of the west. I would like to thanks California State Parks for allowing me this chance to make comments regarding the use of our land and for making steps that I see as mostly positive regarding shared use of trails. Ive spent countless hours in the woods engaging in many forms of outdoor recreation; whether it be backpacking, kayaking, fishing, four wheeling, etc. My most frequent and passionate lure to the outdoors though is mountain biking. As such, I am excited at the possibilty of having more riding options available to the ever growing two wheeled population via the implementation of the PEIR to gain access to new trails through trail redesignation.

P240-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13294>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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hirc p edlfrp #^hirc p edlfrp #r#hkdd# #Dvd#^dwdjudqwdC jp dlfrp #

Sent: Tue, 13 Nov 2012 16:00:33 PST

To: FHTD#QVF#

Submitted on Friday, November 30, 2012 - 16:00
Submitted by anonymous user: [98.148.141.23]
Submitted values are:

--Contact 1--
First Name: Lisa
Last Name: Granata
Street Address: 13818 Burbank Blvd
Street Address Line 2:
City: Sherman Oaks
Postal Code: 91401
State/Province: CA
Phone Number:
Email: lisatgranata@gmail.com

Comments:
Thanks for asking for input!

It is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years.

Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

It's validating to see that the trail use conflict study confirms that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer, and accidents are rare.

I urge you to use the PEIR to provide much needed trail opportunities for cyclists.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails.

Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P241-1
P241-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13173>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqirC p edlfrp #^lqirC p edlfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#-#65#BP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:32

Submitted by anonymous user: [76.126.105.79]

Submitted values are:

--Contact 1--
First Name: Laird
Last Name: Grant
Street Address: 659 Lovell ave
Street Address Line 2:
City: Mill valley
Postal Code: 94941
State/Province: CA
Phone Number:
Email:

Comments: First off I would like to thank you guys for finally opening your eyes to this. Secondly I hope that this continues to move forward and progress in as many ways as possible. And thirdly let us make the new trails and chose the right trails correctly.

P242-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12937>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Uhehffd#z djz djC frp fdw#qhw#

Sent: P rggd|/6hfrp eh#6/#345#34#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 18:01

Submitted by anonymous user: [24.7.32.239]

Submitted values are:

--Contact 1--
First Name: Rebecca
Last Name: Gray
Street Address: 1622 Ralston Ave
Street Address Line 2:
City: Belmont
Postal Code: 94002-1855
State/Province: CA
Phone Number: 650-598-9597
Email: wagwag@comcast.net

Comments:

I am pleased to hear that California State Parks in evaluating trails for cyclists. Due to my knees condition, I no longer am able to run or walk trails. However, cycling allows me to enjoy dirt trails and being in the woods yet there are so few trails open for cycling. I am in favor for more multi-use trails, especially single track trails.

P243-1

Rebecca

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13285>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Jd|p rgg#Juhqhdog4C dwlqhw#

Sent: P rggd|/Ghfrp eh#B6/#345#7=#<#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 17:59

Submitted by anonymous user: [174.253.232.152]

Submitted values are:

--Contact 1--
First Name: Raymond
Last Name: Greenwald
Street Address: 84 memory ln
Street Address Line 2:
City: La honda
Postal Code: 94020
State/Province: CA
Phone Number: 650 7470274
Email: Greeneald1@att.net

Comments:

Mountain bikers are responsible trail users and should have more access to our beautiful parks. With the lack of funding for our parks mountain bike clubs have become very important in maintaining trails and raising funds to keep them open. These people deserve our respect and more access for there chosen carbon neutral outdoor activity.

P244-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13284>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#hkdd#i#Mrdg#trdqjjuhjjC vefjoredqghw#

Sent: Vxqgd|/Qrynp eh#;#5345#3=43#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 23:10
Submitted by anonymous user: [68.122.191.159]
Submitted values are:

--Contact 1--
First Name: Joan
Last Name: Gregg
Street Address: 9261 Rose Parade Way
Street Address Line 2:
City: Sacramento
Postal Code: 95826
State/Province: CA
Phone Number: 9163666110
Email: joan.gregg@sbcglobal.net

Comments:
Dear State Parks,

Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P245-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P245-2

Thank you.

Joan Gregg

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12533>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#ulw)#iulw)juyhC jp dlfrp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-54#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:21

Submitted by anonymous user: [76.169.198.72]

Submitted values are:

--Contact 1--
First Name: fritz
Last Name: greve
Street Address: 832 Superba Ave
Street Address Line 2:
City: Venice
Postal Code: 90291
State/Province: CA
Phone Number: 3104281199
Email: fritzgreve@gmail.com

Comments:

Thank you Cali State Parks for the opportunity for us hikers AND mountainbikers to make comments! My family fully appreciates the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. We love that there are multi-use trails and we respect, as cyclists, all the other users. We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. AND I would add my kids and I have helped other cyclists and hikers alike. There are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. And we volunteer as well for FREE trail maintenance. And I know that some people claim that the trails will become attractions in themselves, but the real attraction is to get oiut into the wilderness, see the things that all hikers and riders see and just experience it from a bike. Thank you in advance for this opportunity.

P246-1
P246-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12926

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#ulw)#iulw)juyhc jp dlfrp `#

Sent: Tuqj|/Qryhp eh#9/#5345#5-74#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:41

Submitted by anonymous user: [76.169.198.72]

Submitted values are:

--Contact 1--
First Name: fritz
Last Name: greve
Street Address: 832 Superba Ave
Street Address Line 2:
City: Venice
Postal Code: 90291
State/Province: CA
Phone Number: 3104281199
Email: fritzgreve@gmail.com

Comments:

This brings so much hope to me and my family that we can share these trails, naturally laid into the beautiful California landscape over so much time and by so many users, together with all. Let me know how I can help. My family engages in trail maintenance days in and around all of Los Angeles and her neighboring counties and we will continue to help maintain ALL trails in California should they become usable to us and our bikes. Hurrah!

P247-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12288>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkda#ci#rkq#rkqjrhqkric |dkrrlfrp #

Sent: TuJd|/3hfhp eh#B:/#5345#5-8<#SP #

To: FHTD#QVF#

Submitted on Friday, December 7, 2012 - 13:59

Submitted by anonymous user: [24.199.42.235]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Groenhof
Street Address: 16692 Limelight Circle
Street Address Line 2: Unit D
City: Huntington Beach
Postal Code: 92647
State/Province: CA
Phone Number: (714) 955-8136
Email: johngroenhof@yahoo.com

Comments:

Thank you for the opportunity to make a comment. My son and I ride mountain bikes. He is 15 years old and I am considerably older, it is one of the few thing we still do together on an even level. I have spent quite a few years teaching him to respect, and enjoy the out of doors. We often join our local IMBA affiliate to participate in trail maitenance, which is unseen by most user groups, although appreciated. When we pick our travel destinations they do include the bicycles. Please allow us to ride in our state parks, many of them are so wonderful.

Thank you,
John and Cooper Groenhof

P248-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/13402

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 12/11/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#jdwq#jdwqjuxggduC jp dlfrp #

Sent: Tuqj|#Qryhp eh#9/#5345#5=8<#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:59

Submitted by anonymous user: [216.239.45.4]

Submitted values are:

--Contact 1--
First Name: Grant
Last Name: Grundler
Street Address: 245 Hamilton Ave
Street Address Line 2:
City: Mountain View
Postal Code: 94043
State/Province: CA
Phone Number:
Email: grantgrundler@gmail.com

Comments:

Hi!
I think it's incredible that the California State Parks is considering Mountain Bike use in State Parks!
There are so many opportunities, so many trails, I can see this as being one more reason for people to visit a state park!

I'm a CSP supporter (donate every year for an annual state parks pass) and visitor to our state parks on a regular basis (mostly for hiking). I ride safely and only ride with like-minded folks.

I also believe redefining most of the trails as multi-use trails would serve as incentive for Mountain Biking groups to volunteer regularly help build and maintain their favorite destinations.

Kudos to the folks who put together the PEIR since their foresight will allow more Californians and our State's visitor's to enjoy more of any park they visit safely. It's restore some faith that at least one administration in our government is looking at facts to drive decision making.

Sincerely,
Grant Grundler

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12299

P249-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P250

Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp %rq#hkdd#i#Udsk#^uds#kbyxqgduC |dkrrlfrp %

Sent: Wxhvqd|/Qrytp ehu#:#5345#7-59#P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:26
Submitted by anonymous user: [198.182.56.5]
Submitted values are:

--Contact 1--
First Name: Ralph
Last Name: Grundler
Street Address: 610 Templeton Ct
Street Address Line 2:
City: Sunnyvale
Postal Code: 94087
State/Province: CA
Phone Number:
Email: ralph_grundler@yahoo.com

Comments:

I love the California State Park System and look forward to more biking opportunities.
I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P250-1

•The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.
Thank you!
Best Regards,
Ralph Grundler

P250-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12843>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#ci#Euxfh#EuxfhjuxyhuC vefjaredqhw#

Sent: TuJd|/Qryhp eh#3/#5345#5=3<#5P #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 15:09

Submitted by anonymous user: [108.23.90.172]

Submitted values are:

--Contact 1--
First Name: Bruce
Last Name: Gruver
Street Address: 4444 Henley Ct.
Street Address Line 2:
City: Westlake Village
Postal Code: 91361
State/Province: CA
Phone Number: (818) 7070894
Email: Brucegruver@sbcglobal.net

Comments: Thank you for undertaking this review of trail access for mountain biking. As a life long resident of California and many decade hiker and back packer, I have never found bike riders to be a danger or destructive on the trails. I now enjoy mountain biking and encourage you to approve this plan for trail sharing. Thank you for your time in taking comments from the trail using public.

P251-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13157>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P252

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rh#m43jxdugC jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-66#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:33

Submitted by anonymous user: [70.197.140.86]

Submitted values are:

--Contact 1--
First Name: Joe
Last Name: Guardado
Street Address: 2731 Erringer Rd. #76
Street Address Line 2:
City: Simi Valley
Postal Code: CA
State/Province: CA
Phone Number: 818-403-5557
Email: jojo10guard@gmail.com

Comments: Please open more mountain bike trails

I P252-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12881>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P253

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#VFRWW# #VDUDK#^vjx.lbxghxC |dkrrlfrp `#

Sent: Prqgd|/Ghfrp eh#B6/#5345#: -67#SP #

To: FHTD#QVF

Submitted on Monday, December 3, 2012 - 19:34

Submitted by user: sguillaudeu

Submitted values are:

--Contact 1--

First Name: SCOTT & SARAH
Last Name: GUILLAUDEU
Street Address: 1835 Palm View Pl #107
Street Address Line 2:
City: Santa Clara
Postal Code: 95050
State/Province: CA
Phone Number: 408-307-7505
Email: sguillaudeu@yahoo.com

Comments:

Thank you for the opportunity to submit comments on the PEIR. I appreciate the major steps that have been taken to allow mountain bikers more access to trails in the state parks. I specifically visit state parks to enjoy mountain biking on the trails so allowing more trail access makes visiting the parks more enjoyable.

I look forward to riding more trails in more state parks in the future.

Sincerely,
Scott Guillaudeu

P253-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13290>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P254

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#ehkdc#ci#luj lq#jxqh|C mxqr1frp \#

Sent: TuJd|/Qryhp eh#56/#5345#7=3<#EP #

To: PHTD#QVF#

Submitted on Friday, November 23, 2012 - 17:09

Submitted by anonymous user: [76.14.75.230]

Submitted values are:

--Contact 1--
First Name: Ergin
Last Name: Guney
Street Address: 1140 Mariposa St., #5
Street Address Line 2:
City: San Francisco
Postal Code: 94107
State/Province: CA
Phone Number: 650-224-6203
Email: guney@juno.com

Comments:

I find it refreshing that California State Parks is opening up to public comments like this, as a part of their PEIR / change-in-use evaluation process. I'm sure many other bikers along with myself greatly appreciate this opportunity for providing feedback.

I find that too many state parks around the San Francisco Bay Area are unnecessarily restrictive in trail access for mountain bikes. Big Basin Redwoods, Mount Tamalpais, Portola Redwoods, and Butano easily come to mind as examples. These parks (and others) allow bikes only on paved roads and fire roads. The puzzling part of this is the fact that a number of state parks also in this vicinity do provide mountain bikes access on narrower multi-use trails and have been long-established success stories. The foremost examples of these are probably Henry Coe, Annadel, and Wilder Ranch. This is without even getting into countless other cases of successful mixed trail use in other county and city open space preserves around the Bay Area. So, I hope these positive examples will encourage you to consider opening up more trails (beyond just fire roads) to mountain bike access in other state parks in this and other areas as well. It's frustrating how much potential there is for mixed trail use in many more state parks and how little of it is currently made available.

There are easily 10 more mountain bikers out there who share these sentiments but don't take the time to submit comments to you (or are not aware of this comment opportunity) for each mountain biker from whom you'll receive comments here, so I hope you take this plea seriously.

Regards,
Ergin Guney

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12680



P254-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P255

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#mrvh#MDJ044C KRWP DIOIFR P #

Sent: Vdwxgd|#ghfnp eh#4/#5345#13=46#6P #

To: FHTD#QVF#

Submitted on Saturday, December 1, 2012 - 23:13

Submitted by anonymous user: [67.182.55.244]

Submitted values are:

--Contact 1--
First Name: Jesse
Last Name: Gutierrez
Street Address: P.O. BOX 25126
Street Address Line 2:
City: fRESNO
Postal Code: 93729
State/Province: CA
Phone Number: 559-288-4378
Email: JAG-11@HOTMAIL.COM

Comments: Thank you for chance to talk about multi use trails within calif. parks. The in depth report showing that multi use trails can work out with users working together.

P255-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13226>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#sdx#sdxj |ruh|C vefjoredqhw#

Sent: Tuqj|/Qryhp eh#3/#5345#5-54#5P #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 15:21

Submitted by anonymous user: [67.121.127.142]

Submitted values are:

--Contact 1--
First Name: Paul
Last Name: Gyorey
Street Address: 133 Wesley St
Street Address Line 2:
City: Capitola
Postal Code: 95010
State/Province: CA
Phone Number: 831-477-0339
Email: paulgyorey@sbcglobal.net

Comments:

I want to express my support for the new process (PEIR) that will be used to facilitate the addition of mountain bikes on existing state park trails.

As an avid Mountain Biker I appreciate the steps CSP is making to provide more access to existing trails. Most of my trips to State Parks are based on Mountain bike trail access and more trail access will increase my visits to State Parks.

P256-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13163>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkda#ci#Fdk|#^dqghp v5C vefjoredaqlhw#

Sent: P rggd|/Ghfrp eh#B6/#345#: =<#DP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 08:09

Submitted by anonymous user: [75.26.23.207]

Submitted values are:

--Contact 1--
First Name: Cathy
Last Name: Haagen-Smit
Street Address: 7589 Ridge Road
Street Address Line 2:
City: Newcastle
Postal Code: 95658
State/Province: CA
Phone Number: 916-572-8663
Email: tandems2@sbcglobal.net

Comments: I would like to thank the department for spending a concerted effort in developing this PEIR process which will allow for an improvement in system trails and new trails for all users. We hope that local districts can feel empowered to use this efficient method for improving their trails. As a mountain bicyclist - who also devotes many hours every year in trails stewardship - I feel there has been a long period of pressure on trails, that cyclists need new trail opportunities and have already proven to be excellent volunteers to maintain them. Please use this PEIR to start meeting demands that have built up over the past decade. The facts are there. Mountain bicycles impact on the environment are less or the same as hikers and equestrians and there is little reason for requiring extraordinary methods for opening access to them. Thank you for your hard work on this process.

P257-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13253

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#rkq#tkkC kddnhulqvxudqfhlfrp #

Sent: Vdwxgd|/Qryhp eh#: /#5345#=-76#DP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 10:43

Submitted by anonymous user: [68.186.54.198]

Submitted values are:

--Contact 1--
First Name: john
Last Name: haaker
Street Address: 116 5th st
Street Address Line 2:
City: gilroy
Postal Code: 95020
State/Province: CA
Phone Number: 4088468540
Email: jhh@haakerinsurance.com

Comments: Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails. More mountain bike trails will attract more people to our State Parks to enjoy, it a good thing!

P258-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12425>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Jhudeg#^jgxfnmC krwp dldfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#-83#8P #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 18:50

Submitted by anonymous user: [99.180.69.48]

Submitted values are:

--Contact 1--
First Name: Gerald
Last Name: Hadduck
Street Address: 3068 Obsidian Ct.
Street Address Line 2:
City: Simi Valley
Postal Code: 93063
State/Province: CA
Phone Number: 805-579-0933
Email: gduckjr@hotmail.com

Comments:

Dear California State Parks:

I appreciate your willingness to review trail use for mountain bike riding. I ride in the Sycamore Canyon Point Magu State Park area multiple times a year. I would like to see more multi-use trails in that area and all California State Parks. I find mountain biking on established trails a big draw for me visiting park lands. I believe many already established trails would fit well into a multi-use style in our park lands. Please consider opening them to mountain bike use. In the 15 years I have been a California resident I have seen multiple acts of good citizenship by the mountain bike community in helping keep trails in good order. Many trails that are already established could be shared by the hiker, equine, mountain bike users. Thank you, Gerald Hadduck

P259-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12385

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P260

Change-In-Use Evaluation

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Change-In-Use Evaluation

Vk.lch|#Kdjvwurp #^vkdjvwurp 8;C jp dldfrp `#

Sent: Wkxwgd|/A0ryhp eh#5<#5345#5-3:#5P #

To: FHTD#QVF#

Imagine how the Indians felt when they FIRST saw horses thundering down on them with the tribe's enemies sitting on top. That is the frightening feeling we hikers get when an unknown number of bicyclists come thundering down on us. It is especially frightening on narrow trails. Several times I have pulled a fellow hiker aside to avoid a nasty physical encounter.

There are safe places for cyclists to ride without worry. Hikers also deserve safe places to hike without fearing injury or worse. Hiking in our beautiful mountains is intended to be nerve calming--not nerve wracking.

Shirley Haggstrom

P260-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ci#Ulkduq#UhkdoxfC jdlqeurdgedgglfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-64#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:31

Submitted by anonymous user: [69.9.28.230]

Submitted values are:

--Contact 1--
First Name: Richard
Last Name: Hall
Street Address: 3035 N. Calle Castellon
Street Address Line 2:
City: Tucson
Postal Code: 85745
State/Province: AZ
Phone Number: 5207434113
Email: Rehalltuc@gainbroadband.com

Comments: As a former long time resident of California it is good to hear that the state is reconsidering it's position on mountain bikes. All of it's western neighbors are much more progressive and reap the positive economic benefits that mountain bikers provide.

P261-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12935>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#P dcru|#p x|p darkdp C jp dlfrp #

Sent: P rggd|/Ghfrp eh#B6/#5345#;-53#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 21:20
Submitted by anonymous user: [70.196.194.21]
Submitted values are:

--Contact 1--
First Name: Mallory
Last Name: Ham
Street Address: 2405 Ridge View Ct
Street Address Line 2:
City: SIMI VALLEY
Postal Code: 93065
State/Province: CA
Phone Number: 805-5771864
Email: muymaloham@gmail.com

Comments:
Please continue your great work and analysis. Trail users of all kinds can "get along". Mt bikers, hikers, runners, equestrians all just need access to trails. Extensive "improvements" are unnecessary. There are hundreds of miles of fire roads, groomed trails, or paved bike paths for people that prefer or require the ease of these trails. For those that just want to be in the hills we just need access and bare minimum trail maintenance.
Thank You,
Mallory Ham

P262-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13293>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkdc#ci#Dqghu#z mkndgrjC jp dldfrp #

Sent: Vdwxgd|/Qryhp eh#: /#5345#-68#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 19:35

Submitted by anonymous user: [98.207.84.253]

Submitted values are:

--Contact 1--
First Name: Anders
Last Name: Hamburg
Street Address: 4039 Manzana ln.
Street Address Line 2:
City: Palo Alto
Postal Code: 94306
State/Province: CA
Phone Number: 6508131410
Email: wishkdog@gmail.com

Comments: Yay for mountain biking kids!

I P263-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12460>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P264

Re: Yes to more Mt biking in Cal State Parks.

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Re: Yes to more Mt biking in Cal State Parks.

Will Hangen [tddare@hotmail.com]

Sent: Wednesday, October 17, 2012 3:14 PM

To: CEQA NSC

My wife and myself often visit California State Parks, particularly in Marin and Santa Cruz counties. Tho we often hike, we would love to experience more access to narrow multi-use trails for mt bikes. Too often state authorities shut mt bikers out while horses are casually allowed. NOT FAIR, HORSES HAVE JUST AS MUCH IMPACT, IF NOT MORE THAN BIKES ON WELL DESIGNED TRAILS. Please up open more access for mt bikers, and let us help design and install a popular well founded trail systems! In a majority of state parks, mt bike users are the largest segment... state officials, please take notice of this situation.

P264-1

Thank you,

William and Terra Hangen
314 Swift St
Santa Cruz, CA, 95060

831 458 2771

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#vshkhq#vwhyh1kdqαqC wdp rqh0xvd1frp `#

Sent: TuJd|#Qryhp eh#9/#5345#-56#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 18:23

Submitted by anonymous user: [167.246.62.2]

Submitted values are:

--Contact 1--
First Name: Stephen
Last Name: Hanlon
Street Address: 348 N. Kenter Ave.
Street Address Line 2:
City: Los Angeles
Postal Code: 90049
State/Province: CA
Phone Number: 3105928580
Email: steve.hanlon@teamone-usa.com

Comments: Thank you for the opportunity to comment on the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). I appreciate what CSP has done to promote multi-use trails and the study that shows that after three decades and millions of trail-user encounters there have been very few complaints. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P265-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12378>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#sdwlf#ex@qehdwc vefjaredqhw#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#=-48#SP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 14:15

Submitted by anonymous user: [108.91.25.219]

Submitted values are:

--Contact 1--
First Name: Patrick
Last Name: Hannum
Street Address: 3701 young ave.
Street Address Line 2:
City: Oakland
Postal Code: 94710
State/Province: CA
Phone Number: 510-482-0628
Email: bullybeast@sbcglobal.net

Comments: Thanks IMBA keep up the good work!

I P266-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13064>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkdc#i#sdwlf#ex@qehdwC vefjcreddqhw#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#=-78#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 14:45

Submitted by anonymous user: [108.91.25.219]

Submitted values are:

--Contact 1--
First Name: Patrick
Last Name: Hannum
Street Address: 3701 young ave.
Street Address Line 2:
City: Oakland
Postal Code: 94619
State/Province: CA
Phone Number: 510-482-0628
Email: bullybeast@sbcglobal.net

Comments: To whom it may concern @ CSP,

thank you for the opportunity to comment on the PEIR Road and Trail Change in Use Evaluation Process.I appreciate the work CSP has made to promote multi-use trails and encourage the CSP to use the PEIR to promote needed trail opportunities for cyclists.I appreciate the high quality of this study that shows conflicts are few and accidents are rare.It appears that the use of the PEIR will save money when making decisions that affect trail access for all appropriate users. Please consider using care so not to over engineer trails(during the conversion analysis) that have functioned well for years without formally being converted to multi-use trails.Mountain Biking is now over thirty years old. The user group is huge. Let's invite this group to bring their resources (and participate to a greater degree) to our state parks. Thank you, Patrick Hannum.

P267-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13067

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P268

Gerry Hans & Mary Button
2624 Green Oak Place
Los Angeles, CA 90068

November 19, 2012

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814

Re: Draft Program Environmental Impact Report California State Parks Road and Trail
Change-in-Use Evaluation Process

Dear Sir or Madam,

I attended an outreach discussion group in Glendale on October 27th. I appreciate the opportunity to understand the process and to ask questions about it.

It was clear to me on the onset of the meeting that the PEIR process is flawed:

First, although "Change-in-use" is in the title, the thrust of the steps to be taken do not really take into account the users of the trail at all. Instead, the process focuses on the regular environmental questions. Use-of-trails in order to preserve tradition and historic values for having these public trail is also a CEQA issue. Promoting sustainability of our public trails for decades and centuries to come is also a CEQA issue. Usage needs to be more a focus for the PEIR.

P268-1

I suspect there is a strong bias which has occurred because of influence by mountain biking enthusiasts and their industry lobby which supports the sport. The assumptive may already be that mountain biking is the change-in-use we're talking about. The PEIR should not go forward without correcting the assumption that mountain biking is a legitimate use for our public trails.

P268-2

Second, your chart illustrates the inclusion of local trail users far too late in the process. They should be notified and given opportunities to speak soon after the district park unit's initial request for change. Local users need to be brought into the picture sooner.

P268-3

Third, the flow chart is not logical and needs to be revamped completely.

P268-4

As a biker, a runner and a hiker in our State Parks throughout California, I implore that further existing or new trails not be opened up to bike usage. I speak from experience that far too dangerous a situation arises when lethal bikes are allowed on trails with equestrians present. Pedestrians are also put in jeopardy when sharing trails with bikers.

Let me begin with the correct assumption which CSP states in the DPEIR (bolded for emphasis):

*“Because **CSP trails are not intended for or appropriate as active recreation attractions on their own** (e.g., for high-speed adventurous travel, demonstration of technical skills, and permitted events at some CSP units), but as a means of public access to the natural, scenic, cultural and ecological values of the State Park System, CSP trails will benefit from considering design criteria that specifically aim to reduce conflict among trail users.”*

P268-5

Mountain biking, as I have observed it on many dirt trails in State Parks and otherwise, is indeed as active of a recreational sport as one can imagine. If there were some way to limit and enforce speed to that equal to, for example, that of a trail hiker, then I would be more accepting that mountain biking might possibly be a “passive” recreational activity for some. However, let’s be realistic. Mountain biking is active recreation. So, if the trails are not appropriate for bikes, then there is no need to even consider mitigating user-conflict. Just don’t allow them on our trails with traditional users.

I request that the term “multi-use trail” not be used for trails that are open to bikers. It is a misnomer since once trails are opened to bikers, for the most part equestrian and many pedestrian no longer use them. The yellow “multi-use trail” signs which we see in some State Parks only serve to warn equestrians and pedestrians that it is no longer safe for their respective traditional, passive usage. This also violates their traditional usage rights, per recent litigation. The State of California should seriously consider the law suits it will receive based upon this fact.

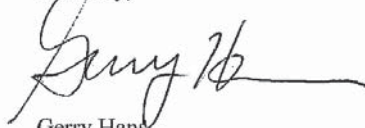
P268-6

Safety for hikers and equestrians is a primary consideration. However, a secondary consideration is that the “quality of experience” diminishes when bikers enter our trails. Trails become dusty affecting air quality, and the unpleasantness of trail erosion itself and erosion-prevention remedies (such as concrete bricking) is intolerable.

P268-7

The draft PEIR needs serious revamping. It should consider the real issue, as its title implies, in order to keep our trail systems safe and prevent environmental damage.

Sincerely,



Gerry Hans
California State Park supporters

P269

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#fun#kdcvqhC kdqvhqkp lfrp `#

Sent: Vxqgd|/Ghfrp eh#<#5345#;=48#SP #

To: FHTD#QVF#

Submitted on Sunday, December 9, 2012 - 21:15

Submitted by anonymous user: [108.91.173.249]

Submitted values are:

--Contact 1--
First Name: Erik
Last Name: Hansen
Street Address: 173 Grand Street
Street Address Line 2:
City: Redwood City
Postal Code: 94062
State/Province: CA
Phone Number: 650-619-6937
Email: hansen@hansenium.com

Comments:

Please please open up the state parks. Even if it isn't every day of the week. I love the outdoors, but feel shut out of many areas because my preferred method of "looking around" is on a bike.

I know I am late to reply, but this is one of my life dreams.

Thank you,

Erik Hansen

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13418>

P269-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 12/11/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dp hv#z dulru6934C krwp dlfrp #

Sent: Tuqj|#Qryhp eh#9/#5345#-59#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 20:26

Submitted by anonymous user: [107.200.46.182]

Submitted values are:

--Contact 1--
First Name: James
Last Name: Hansen
Street Address: 201 Partridge Ct.
Street Address Line 2:
City: Windsor
Postal Code: 95492
State/Province: CA
Phone Number: 707-360-5178
Email: warrior3601@hotmail.com

Comments: I supper stoked I love riding out here I recently moved to the state a year ago and I got into this mountain biking. It is an awesome sport and bikers I run into have been really nice and curtious. I go to annadale all the time I we share with the horses and the hickers and been no bad run ins. I can't wait till you guys open more trails around here!!!Thanks

P270-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12393>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

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Sent: P rggd|/Qryhp eh.#</#345#4-63#DP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 12:30

Submitted by anonymous user: [174.254.81.26]

Submitted values are:

--Contact 1--
First Name: linda
Last Name: hansen
Street Address: 66 bluejay
Street Address Line 2:
City: irvine
Postal Code: 92604
State/Province: CA
Phone Number: 9497861701
Email: ssslm@sbcglobal.net

Comments:

thank you so much for the mountain bike trails. this has changed my life, my husband and I just started riding and it is amazing! my husband had blood clots last year from a sedentary life style, not any longer. each week we look forward to our new adventure of riding, please keep the trails open for us,

P271-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12562>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P272

Statewide Trails Griffith Park in particular

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Statewide Trails Griffith Park in particular

xstalc@aol.com [xstalc@aol.com]

Sent: Saturday, October 27, 2012 8:28 PM

To: CEQA NSC

I'm writing in regard to any proposal to let mountain bike enthusiasts onto the horse and hikers trails in Griffith Park. This would be a disaster for all of us. Not only us, but the deer and coyote and other wild life that share the trails.

I have twice come across bikes on the trails, and both times were very scary. On one occasion, the bikers were unaware of the havoc he caused, and he rode off leaving my friend on the ground and her horse very frightened.

As it is we cannot ride on the roads going through the park. The bikes have taken over the roads, and we have no other places to exercise our animals.

The park provides a place of solitude and retreat for the whole city. Mountain bikers go at a faster speed than the rest of the park users, and they are not compatible. There is a certain speed that wild animals accept as normal, beyond that speed is the speed of alarm. It would stress these indigenous species and add to their problems existing in the framework of the park.

Griffith park is like an extension of the zoo. It is a living ecosystem that sustains itself and cost the city nothing to support it's bio diversity.

The equestrian community clusters around the park and provides income and recreation for thousands of Angelenos.

Horses have to be exercised every day. Bikes can be stored in a closet for weeks at a time.

But one encounter with a bike on the trail can bring the end to a horses life, or cause the kind of injury that could end a humans useful life.

Please keep the mountain bikers confined to the areas they have already taken over in other parks. We can no longer use those trails.

Thank you
Jane Harrington



P272-1

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P273

State wide Park Griffith Park

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State wide Park Griffith Park

xstalc@aol.com [xstalc@aol.com]

Sent: Saturday, November 03, 2012 9:14 AM

To: CEQA NSC

I am against the proposal that the trails be opened to mountain bike riders.

You wouldn't have them racing through the zoo because it would scare the exhibited animals. So why would you have them race down the trails and scare the wild animals.

Griffith Park is a preserved wild habitat and self sustaining eco system, the mountain bikers are not in sympathy or in keeping with the other users.

Keep them off the trails.

Jane Harrington

Los Angeles resident.

3107 Brighton ave LA CA 90018

P273

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Statewide Trails

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Statewide Trails

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Sent: Z hgqhvgd|/Qryhp eh#5;#5345#4-6;#DP#

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 12:38

Submitted by anonymous user: [75.144.26.93]

Submitted values are:

--Contact 1--
First Name: Tim
Last Name: Harrington
Street Address: 7 Meadow Ridge Drive
Street Address Line 2:
City: Corte Madera
Postal Code: 94925
State/Province: CA
Phone Number: 415-924-7858
Email: tim_harrington@comcast.net

Comments: These comments are in connection with the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). I support the increased use of State Park trails for mountain biking.

Many more trails could be successfully shared amongst all trail users including hikers and cyclists. Thanks for asking for our comments and I appreciate the work you have done to study this issue on behalf of all park constituents. Tim Harrington

P274-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13050>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#mi#nxqj xiljkwqC krwp ddfp #

Sent: Wkxugd|/Qryhp eh#5<#5345#15-57#DF #

To: FHTD#QVF#

Submitted on Thursday, November 29, 2012 - 01:24

Submitted by anonymous user: [68.7.189.169]

Submitted values are:

--Contact 1--
First Name: jeff
Last Name: harris
Street Address: 10211 daybreak ln
Street Address Line 2: 6
City: santee
Postal Code: 92071
State/Province: CA
Phone Number: 6193353099
Email: kungfufightin@hotmail.com

Comments: we would love for you to open more trails for our love and passion of mountain biking. currently there are a lot of trails that are off limits to us but are ok for hikers and horse riders. its hard to see the reasoning behind this when horses are very destructive to the trails with there heavy hoofs and poop they leave behind. most mountain bikers and associations they join are always on the trails cutting brush or fixing trail damage from heavy use etc... I don't see very many hikers or horse riders doing these things to help the trails for others. But mountain bikers continue to get a bad rap and trails closed to them. I will speak not only for myself here but for all other mountain bikers who share the same passion for our sport as i do. Our dream is to have all trails opened equally so we can have the same great experiences as the rest of the trail users are having on these special trails. thanks for your time. Jeff

P275-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13103>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Nhyq#Nkduw666C |dkrrlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#-56#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 10:23

Submitted by anonymous user: [187.210.118.1]

Submitted values are:

--Contact 1--
First Name: Kevin
Last Name: Harris
Street Address: 16015 Big Springs Way
Street Address Line 2:
City: San Diego
Postal Code: 92127
State/Province: CA
Phone Number: 6613739159
Email: Kharris333@yahoo.com

Comments:

Thank you for the opportunity to comment.

I believe that mountain bike riding should be allowed in State Parks for the sake of the obesity problem in this country. Mountain biking is another fun avenue to consume calories.

Best regards,
Kevin

P276-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12484>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#i#dqf|#^dqf|bk4C sdfeh@qhw#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#; -6<#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:39

Submitted by anonymous user: [144.166.176.202]

Submitted values are:

--Contact 1--
First Name: Nancy
Last Name: Harris
Street Address: 17860 Spring View Lane
Street Address Line 2:
City: Riverside
Postal Code: 92503
State/Province: CA
Phone Number: 909-238-3753
Email: nancy_hl@pacbell.net

Comments:
Thank you for the opportunity to make comments.

I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P277-1
P277-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13026

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lqrc p edlfrp #^lqrc p edlfrp #rq#hkdd#r#U|dq#u|dq1kduwC vep w1ruj #

Sent: Tu3d|/Qryhp eh#9/5345#=-56#SP #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:23
Submitted by user: rrharris0
Submitted values are:

--Contact 1--
First Name: Ryan
Last Name: Harris
Street Address: 1566 W. Valerio St.
Street Address Line 2:
City: Santa Barbara
Postal Code: 93101
State/Province: CA
Phone Number: 805 704 1728
Email: ryan.harris@sbmtv.org

Comments:
Thank you for the opportunity to make comments.

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P278-1
P278-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12314>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#ci#Gdyb#kduivrC p df1frp #

Sent: Vdwxgd|#ghfnp eh#4/#5345#-89#DP #

To: FHTD#QVF#

Submitted on Saturday, December 1, 2012 - 10:56

Submitted by anonymous user: [208.65.180.4]

Submitted values are:

--Contact 1--
First Name: David
Last Name: Harrison
Street Address: 770 Via Raton
Street Address Line 2:
City: Boulder Creek
Postal Code: 95006
State/Province: CA
Phone Number: 4082025044
Email: harrison@mac.com

Comments: Thanks so much for developing multi-use trails that let users of many different "stripes" appreciate the outdoors in healthy and sustainable ways. As both a hiker and cyclist of many years I am strongly encouraged by the overwhelmingly positive interactions I witness between the various groups of users. Everyone enjoys great trails. Please develop/convert trails in a manner that reflects and preserves the natural terrain as much as possible. Accessible trails are critical, but beyond those please keep the natural ups/downs and ruggedness that gives great trails their wonderful feel. Thanks for listening!

P279-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13213>

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci# lkdh#p kdw#xeC jp dlfrp \#

Sent: Vxqgd|/Qryhp eh#; #5345#4-89#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 12:56

Submitted by anonymous user: [172.3.185.31]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Hartlaub
Street Address: 4131 Shafter Ave apt 11
Street Address Line 2:
City: oakland
Postal Code: 94609
State/Province: CA
Phone Number: 9254781666
Email: mhartlaub@gmail.com

Comments: Thank you for the opportunity to comment on trails. Please open more mountain bike trails near the bay area. There is a serious lack of good mountain bike friendly trails close to home.

P280-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12497>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P281

Comments on PEIR (please confirm receipt)

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Comments on PEIR (please confirm receipt)

IP EDMp C drdfrrp #IP EDMp C drdfrrp #

Sent: P rggd|/6hfrp eh#6/6345#4-7<#DP #

To: FHTD#QVF#

December 3, 2012

To: Environmental Coordinator
CA department of Parks and Recreation
Northern Service Center
Via email: CEQANSC@parks.ca.gov

From: Jim Hasenauer
4359 Pampas Road
Woodland Hills, CA 91364

Re.: PEIR California STATE PARKS Road and Trail Change-in-Use Process

I am a mountain bike, open space, trails and park advocate who has worked for many years on the issue of bicycle access to trails in California STATE PARKS. In 1988, I was one of several mountain bicyclists who appealed to State Parks to designate trails as generally multi-use and open to mountain bikes. We argued that generally open trails served visitors most equitably; minimized construction, maintenance and monitoring costs; and most importantly, built a united trails community. We explained that bicycle impacts were similar to hiker impacts and less than those of equestrians, that bicycling was generally safe; and that most user conflict problems could be mitigated through a variety of educational and trail construction measures. Gradually, between 1999 and present, State Parks has come to agree that multiple use trails are the desired visitor service philosophy although they have been slow to implement. Now, with the proposed PEIR, State Parks has come to agree with the specific observations about impacts, mitigations and management techniques. Of course I welcome this, but I am also saddened and frustrated by the 25 years mountain bicyclists have been denied significant recreational opportunities in our State Parks. I hope that the adoption of the PEIR is accompanied by a sincere commitment to opening the backlog of appropriate trails that are currently closed to mountain bicyclists.

P281-1

Bicyclists deserve equity in terms of trail mileage, diversity of trail experiences ranging from easy to technical, and connectivity of trails so that cyclists can explore the range of park resources and can create long distance experiences. State Parks has a long way to go to meet these legitimate user needs.

I am pleased that the PEIR embraces the benefits of multiple use and acknowledges that there is a deep toolbox of measures that can be taken to manage it. I completely agree with the User Conflict Appendix that in more than 30 years of mountain bike trail use and millions of California trail users encountering each other on trails, complaints have been few, incidents fewer and accidents rare. I am aware, of course, that a small group of anti-bike trail users continue to make claims of accidents, danger and displacement. It is very significant that your study concludes that these exaggerations are unfounded. They should not be the basis of public policy.

A. I have four significant overriding concerns with the PEIR:

P281-2

1. First, there is an unacknowledged bias against mountain bicyclists that becomes the foundation for many of the proposed mitigations. I'm not positive the writers of the PEIR understand mountain biking

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as an activity. In at least two places in the report (4-14, Appendix C 2-5), hiking, mountain biking and equestrian uses are compared. Hiking use is described as “the most flexible” adapting to different trail conditions by “avoiding or stepping over obstacles.” The definition is about hikers’ mobility. In the next paragraph, mountain bicycling is described as riders seeking “challenging adventures” or places to “apply technical skills”. Assumptions are being made about the riders’ motivations. These are apples and oranges. Compare them directly.

In terms of mobility, mountain bikers, like hikers are also flexible and adapt to trail conditions. We too can avoid or ride over obstacles. In many cases, we dismount to navigate obstacles. At the same time, bicyclist and hiker motivations are shown to be similar. We want to experience contact with nature, we seek exercise, urban escape, etc. There is no demonstrated difference between the goals of hikers and mountain bikers.

Most outdoor recreation involves the principle of *progression*. As one’s skills improve, so does the level of challenge they take on. Hikers, climbers, mountain bikers, kayakers etc. learn their sport through experience over time. There are wide differences in fitness and ability. Less experienced riders and hikers, seek easier, slower, shorter excursions. More experienced hikers and mountain bicyclists are more likely to seek longer, wilder, more challenging experiences and the commensurate satisfaction that they entail. The PEIR wants to limit mountain bicycling to wider, smoother, slower trails. That’s a mistake. Like these other sports, route selection is self regulating. The PEIR should explicitly recognize that more experienced riders ought to have access to trails that would be impossible for beginner riders. Education is the way to manage this, not closing the more challenging trails.

The language of the PEIR bases several conclusions on the supposed differences between hikers and mountain bicyclists. We’re not that different. (I’ll let equestrians speak for themselves here. They have the added responsibility of controlling a horse’s behavior, not just their own.)

2. The PEIR overemphasizes “engineered trail modifications” as the preferred mitigation step. Trail use is a behavior and trail users need to be socialized into appropriate and responsible trail behavior. There is no question that controlling the width, tread and slope of a trail can affect behavior, but none of these are as powerful as shaping the user behavior itself. All terrain bicycles are just that. Skilled riders can successfully traverse all kinds of terrain and conditions. The most economical and successful way to affect rider behavior is through education, peer group socialization, peer pressure and ultimately enforcement and sanctions. The mountain bike community is prepared to help State Parks shape mountain bicyclist behavior.

As an example of this overemphasis, consider the fourth step in the Trail Use Change Process Flowchart (Exhibit 3-20). It only lists “Unit Road and Trail Management Plan, Trail Reroute, Trail Tread Modifications or No Project” as potential recommendations. At that step, according to the PEIR, there are actually many other mitigations that are possible, e.g., “signing” or “assigning a volunteer patrol”. Educational outreach is more cost effective and more promising than installing pinch points and believing you have solved a problem of speed. At that step in the process, it may, and in my opinion, should often be that the recommendation of the evaluation team is to open the trail “as is”. The flowchart should be changed to be more inclusive of the full range of options.

Safe and sustainable trails are mostly a function of user behavior.

3. The PEIR convincingly demonstrates that many trails now closed could be open to multiple use by employing one or more of the many mitigations provided. In some places (e.g., 4.9-4), it is claimed that such mitigations would be “required” or would be “necessary”, before trails could be converted. The term “standards” is often used (4-9). That’s a problem.

P281-2
cont'd

P281-3

P281-4

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The fact is that there are many multi-use trails in State Parks that have none of these mitigations that are functioning just fine. Hikers, bicyclists and equestrians are sharing these trails as is. Navigating natural terrain is the foundation of all trail use. While I acknowledge that adding some of these structural or social mitigations might be useful from a management perspective, it would be a mistake to think that they would be required. The analysis and reconstruction of trails to convert them to multiple use has been shown to be an expensive and time consuming process. I'm deeply concerned that State Parks does not have the capacity nor resources to implement these mitigations, nor will it in the immediate future. If the PEIR says that such mitigations would be "required", opponents of multiple use would be able to stop or significantly stall trail conversion projects that are otherwise practical and desirable.

Wherever the PEIR states or implies the "if, then" statement that mitigations are "necessary" or "required" before multiple use will be allowed, the language should be changed to phrasing that recognizes that successful multiple use is based on the cooperative social behavior of the users and land managers. It is better to see these mitigations as a list of tools that might be employed if situations warrant. You could say, "Under circumstance X, mitigation Y could be employed." Or "might be employed" or "is available" or some other construction that acknowledges a problem, offers a tool, but doesn't require it. In the NOA, in the "Actions that may result section", it says "Implementation of a change may require physical modifications. This is the tone you should take. This statement is more probabilistic than in other places in the PEIR. These mitigations may be employed, but in many cases would not be required. I would try to remove the word "require" wherever possible. Similarly, it has long been established in the trails community that it is better to talk about "guidelines" than "standards". The first allows flexibility and acknowledges that it's not a perfect world; the second requires a much higher degree of construction, monitoring and maintenance that is difficult in the natural world. "Standards" opens the door to a variety of legal assaults on our trail systems.

P281-4
cont'd

4. I am deeply concerned with State Parks' capacity and resources. State Parks has recognized the legitimacy of mountain bike use since 1989 and has prioritized multiple use since 2005. That's when the "Change in Use" process was initiated. The PEIR is intended to facilitate that process in terms of time and expense, but the fact is that State Parks has created a cumbersome, resource intensive process that it does not have staff, nor money to implement. I'm concerned that the PEIR will be one more paper trail that due to resources will not lead to new trail opportunities for mountain bicyclists.

In the Angeles District, mountain bicyclists submitted trail conversion requests for several trails currently closed to bicyclists in 2008. It took years and a new Superintendent for the District to begin to act on the request. The District surveyed two trails for trail conversion and decided that they did not have the resources to proceed on one of them (Musch Trail). In fact, nothing has been done on the other either (Lookout/Yearling Trail). Instead, at great expense, the District surveyed and re-engineered the Tapia Spur Trail, which was an existing multiple use trail which from the bicyclist perspective was not really in need of reconstruction. Five years later, despite the 2005 mountain bike policy, the trail conversion process, the trail use change survey and extraordinary resource allocation from Sacramento, bicyclists have no more trails open to us than we did before the request. We have a great relationship with the Angeles District, but resource constraints and the expensive process of trail rerouting and reconstruction has stymied new trail opportunities.

P281-5

There has to be an easier way. The PEIR provides a great deal of evidence which shows that multiple use trails can be safe and enjoyable for all. Would it not be better to open most state park trails to multiple use immediately, engage the trail community in educational efforts to practice safe and responsible trail behavior, and then if problems emerge, dip into the tool kit for management strategies. This would be the wisest, most cost effective and most visitor friendly application of Adaptive Use

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Management. The cost of all these front end surveys, trail modification and educational programs would be better spent to put rangers on the ground. An official park presence on the trails would undoubtedly be welcomed by all responsible users.

P281-5
cont'd

Implementation of the Change in Use Process must be assigned to an accountable person who is given the resources to help state park units implement trail conversion on a broad scale.

B. I have a number of specific comments on the text of the PEIR and its appendices.

P281-6

1. In the Executive Summary, 2.2 , it's claimed that the PEIR "doesn't decide multiple use, it analyzes proposed changes to best accommodate accessibility and recreational activities appropriate for each road or trail facility" and to "Provide CSP with objective process and evaluation tool." It's important to indicate that after that objective process and evaluation takes place, there is still a subjective decision that must be made by someone (most likely the Superintendent). The PEIR demonstrates that the philosophy of State Parks trails is multiple use and that most obstacles to multiple use can be addressed through one or more of the mitigations provided. That concept should be delivered with the PEIR and the Trail Use Change Process to the Superintendents. Trails should be open to multiple use, unless there is a un-mitigatable reason to close them. As you know, this is not the case in State Parks. Once the PEIR is finalized, State Parks should appoint a manager to guide the park system to a comprehensive, systematic trail opening process.

2. Section 3.3, the "Policy and Planning Context" for the PEIR overlooks two significant codes that have never been properly considered by CSP in developing mountain bike policies. They should be included.

P281-7

a. California Administrative Code tit. 14 4360 says that regarding bicycles, "No person shall operate an operator or gravity propelled device in any unit, or portion thereof when the Department has issued an order prohibiting such an activity. The Department may establish speed limits for units or portions thereof in which these devices are used.. Sped limits will be posted." According to CA Administrative Code, trails should be open to bicycles unless specifically closed.

b. California Administrative Code tit. 14 4359 says regarding riding or pack animals, "No person shall ride, drive, lead, or keep a saddle or pack animal in a unit, or portion thereof, except on such roads, beaches, trails, or areas so designated by the department." According to CA Administrative Code, trails are closed to equestrian use unless specifically open.

P281-8

3. The use of Adaptive Use Management strategy (3.6.4) is the right tool for the Trail Conversion Process. As noted in A. 4. above, trails could be open without a great deal of extra mitigation, and then AUM could be applied to deal with problems if they arise.

P281-9

4. In 3.8, the standard project requirements is a comprehensive list of practices. Congratulations on your thoughtful, thorough approach. In 3.8.7. Geo-10 says that after construction trails must stay closed for one wet-dry cycle. Is that standard practice? It seems like it should be decided on a case by case basis. Here in Southern California, I don't think we do that.

P281-10

5. In 4.2.3 and several other places, it's stated that night riding is not generally allowed in State Parks. It is generally allowed in the Angeles District. I suspect that's a District decision not a statewide decision.

P281-11

6. In 4.6-17, there's a discussion of cultural preserves. It needs to explicitly state that multi-use

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including bikes may be appropriate on a trail through a cultural preserve. This is timely because the new Topanga State Park Plan recently approved by the Parks Commission proposed a new Cultural Preserve. The mountain bike community had concerns because the Backbone Trail corridor (and several actual trails) would be in the preserve. The Musch trail, which was evaluated for change of use, but construction was deferred because of cost, goes through that corridor. I was assured by CSP staff, that the trail use decision on the corridor would not exclude mountain bicyclists because it's a preserve. That's how it should be. Trails allow visitors to pass through our cultural and natural preserves in a way that doesn't disturb their resources. This may require elaboration in the PEIR.

P281-11
cont'd

7. In the 4.9.1 discussion of Trail Safety, this analysis which we also find in Chapter 8 and in the Appendix on User Conflict reflects our view. Mountain bicyclists have been on the trails with hikers and equestrians for more than 30 years. There have been millions of encounters between user groups in that time. There have been relatively few complaints, even fewer incidents, and actual accidents have been extremely rare. It's worth noting that there seem to be multiple and persistent complaints from an identifiable, small group of trail users. State Parks has enough data to refute their exaggerated claims and move more quickly to welcome mountain bicyclists to more trails.

P281-12

8. Impact 4.9-4 on trail safety (p. 4.9-12) illustrates the problem discussed in A. 3. above. It talks about "requirements" and "standards" that must be met before a project can be approved. Many state park trails were inherited or built in earlier days to varying specifications. We're riding many of these trails now without incident. It's unrealistic to think that all of these trails must be upgraded. The language of Impact 4.9-4 "requires use appropriate trail design including tread width, passing space dimension sight distances, speed control, turning radius, surface texture, signage and enforcement..." Trails proposed for change of use that don't provide appropriate use design would be required to upgrade to the standards expressed in the project." Better to think of these design characteristics as guidelines that we strive for. They may not be possible in every case. Requiring them might be infeasible in terms of cost. It would be better to identify guidelines and use AUM if problems arise.

P281-13

Mountain bicyclists, hikers and equestrians can adapt to trail conditions that are technically challenging. Good signage and engagement with the user community can contribute to improved trail safety.

9. In the Hydrology discussion in 4.10, there are several mentions of mountain bicyclist "linear rut development". There has been no evidence that this is any more than a theoretic problem. Yes, a bicycle track is a linear print, but not all bicycles ride the same line so that print is continuously reworked. It's a practice of more experienced riders to not follow the line of existing ruts and in fact to break down the shoulder of an existing rut. Outreach and signing should encourage that.

P281-14

10. I would like to get the underlying inventories of the trails quantified in 4-14-1. These numbers don't jibe with my experience. I made an oral request to Steve Musillami at the October 27, 2012 public meeting. I am making a request in writing here. Do I need to initiate a FOIA? Please let me know.

P281-15

11. Page 4.14-2 presents a biased comparison of hiking, mountain bike equestrian use. See A. 1. above.

P281-16

12. 4.14-2 claims that designed speed control features are important to make multi-use work. While speed control features can contribute to trail safety, they are not necessary. It is certainly not necessary that they are designed into a trail. Rider behavior is the ultimate speed control factor. Singletrack trails, by their very nature control speed. They provide a feeling of "fleetness" without actual speed.

P281-17

13. On p. 4.14-3, the Code limiting "Attractions in themselves" is introduced. This code was intended to limit restaurants, amusement parks, etc in our State Parks. As noted above, trails are natural facilities wedded to the idea of visitor appreciation of park resources. All trail users, not just mountain bikers,

P281-18

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come to the park for its trails. They come to appreciate the park through its trails. I think trying to apply this code to mountain bike trail preferences is bad analysis. Trails, even challenging trails do not meet the definition of “Attractions in themselves” on p 4.14-4. Trails are like campgrounds. They are a natural, appropriate scale facilities that enhance the visitor experience of a park. They enable visitors to “be in” and appreciate the resources of a park.

P281-18
cont'd

14. TRAN-2 on 4.15.3 is an example of the problem discussed in A. 3. above. Does CSP really want to install a stop sign at all trail crossings of roads including administrative roads? It’s not necessary; it would detract from the trail experience, it would cost a fortune. The way this is worded, if you didn’t do it, the project could not be approved. Better to change the language to something like “might install stop signs” at road crossings where there could be a danger.”

P281-19

15. I prefer the PEIR to the other alternatives offered in Chapter 7.

P281-20

16. Excellent analysis of Trail Use conflicts in Chapter 8.

P281-21

17. This is an excellent reference list. It will be very useful to all.

P281-22

18. In Appendix B, Scoping Report, I’m disappointed to see that my 3 pp email of 11/29/2010 was not included in the scoping report. It provided what I thought was useful analysis and 51 specific mitigation measures that could be used in trail conversion. It’s a relief to see that many of these measures are mentioned in the PEIR. (A card I submitted at the Lake Perris public meeting is in the Appendix.) I am attaching my original comments below.

P281-23

19. Appendix C, Alta User Conflict Study, the cover should probably show at least one picture of a bicyclist off to side as a horse or hiker passes. Bicyclists are supposed to “Yield”. According to a 1994 IMBA-Sierra Club mediation, “Yield” means “slow down, be prepared to stop, establish communication and pass safely”. Bicyclists frequently are yielding even when another trail user waves them on. Still a picture of a bicyclist stopping would serve the report better.

P281-24

20. Appendix C, p 1-4, the “Attraction in itself” issue is mentioned and “Poker runs” were specifically mentioned as inappropriate. The Poker Rides held in the Angeles District have been permitted events. Riders ride (they don’t race) to pre-assigned stations and get cards. The best hands win. This seems like a fun, benign, occasional activity in the park. I don’t see why it would be excluded. There are many, many events held in parks. People go to the park for the event, but while there, they enjoy and appreciate the park. This is not “an attraction in itself” as defined on p. 4.14-4 in the PEIR.

P281-25

21. Appendix C, page 2-3 comparing multi-use trails to Federal Highway system is not a great analogy. Bicyclists, hikers and equestrians want trails that feel wild and natural, not overly built, uniform and predictable.

P281-26

22. Appendix C, section 2.5 is the problematic comparison mentioned in A. 1. above. It reflects an inadvertent bias against mountain bicyclists.

P281-27

23. Appendix G of Appendix C excerpts from the The State Park Trails Handbook. Section 2.2 on page 4 claims that when trail use is about exercise it’s not the mission of the parks. That seems pretty compartmentalized. Parks should support the people’s health. Trail recreation is inherently exercise. I think that claim is problematic. I have seen other quotes from the new State Park Trails Handbook which also concern me. I am told that it is not a public document, but it is being used to shape not only policy but the very dirt beneath our feet on our public lands. I think the public is entitled to see this document. I am requesting a copy of the State Park Trails Handbook. Do I need to FOIA it? Please let

P281-28

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me know.

P281-28
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I congratulate the planning staff on the comprehensive work that has been done on this PEIR. You have demonstrated that bikes could be allowed on most state park trails and that any problems could be managed through one or more mitigations. Let's finally follow the code 14 4360, implement the multiple use philosophy of the 2005 Trail Policy and open most trails to bikes as soon as possible. We can utilize adaptive use management principles and impose mitigations as necessary. Thank you for your consideration.

P281-29

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Attached is my 11/29/2010 scoping letter that was left out of Appendix B.

To: Gary Waldron, Environmental Manager, California State Parks
From: Jim Hasenauer
818-704-7396
imbajim@aol.com

November 29, 2010

Re.: NOP 2010 Road and Trail Change-in-Use Programmatic Environmental Impact Report

My name is Jim Hasenauer. I am a mountain bike, trails and public lands advocate. In the late 1980s, I was one of the founders of CORBA, the Concerned Off Road Bicyclists Association in Los Angeles and IMBA, the International Mountain Bicycling Association. I served on both Boards for many years. I was one of the founding members of the California Roundtable on Recreation Parks and Tourism and am now its Co-Chair. I am President of the California Trails and Greenways Foundation and I am on the Governing Board of the Mountains Recreation and Conservation Authority in Southern California. I welcome the opportunity to provide comments on the PEIR scoping process.

As context, the planning team should understand that the PEIR effort is built on the shoulders of 21 years of failed policy. The 1989 "fireroads yes-singletracks no" State Parks policy policy, perhaps appropriately cautious for its time, was based on prejudice and bad information. It assumed that mountain bikers were not "regular" trail users and needed to be singled out for a special kind of management. That created a second class status for bicyclists that persists to this day. When that policy was reviewed in 1994, it was found to be unnecessarily restrictive and in fact counterproductive. A new directive in 1995 asked Districts to evaluate all trails and roads for multiple use. Whether because of some hidden agenda, poor communication or inertia, most did not do that. The most recent 2004 trails policy emphasizes multiple use as does the more recent state trails plan. A process for trail conversion requests was established, but local superintendents often did not know of the process and certainly did not follow through in evaluating requests when mountain bicyclists began exercising that option. Districts maintained their resistance and the requests piled up. So here we are. It is time to create a fact-based management policy that welcomes bicyclists, hikers and equestrians alike. The PEIR process can contribute to that goal. I'm sure you will discover that most of the available research shows that mountain bicyclists are quite similar to hikers in our environmental impacts. The same studies show that bicycle impacts are less than equestrian impacts.

P281-30

The best trail systems will have generally multi-use trails with other limited use trails as exceptions. This provides the most trail mileage to all users, is most cost effective, and is less environmentally destructive. It facilitates patrol and management options and most importantly it builds a trail user community. To my knowledge there is not state park in California that has such a system. In fact, the current state park trail situation is exactly the opposite. Bicyclists have legal access to a tiny percent of singletrack trails in the State Park's inventory. The status quo privileges some users over a significant group of mountain bicyclists which it disadvantages. Much of the conflict and adversarial relations between groups is of the state's making.

It's also worth noting that where there are existing trails used by existing users, it's very likely that mountain bicyclists could be added to the user mix without ANY significant environmental effects and often without any new maintenance, reroute or work on the trails. Bikes are designed as all terrain and do not need separate trail features or infrastructure. Bicyclists like hikers and equestrians self regulate their use seeking out trails that are

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desirable and technically within their abilities. Trails do not need to be re-engineered to the lowest common denominator. While CEQA is an important part of planning processes, in my opinion, a change in trail use should generally be a categorical exemption. On the environmental side, it's not that big a deal.

On the social impact side, it is a big deal. Mountain bicyclists who compose 50% or more of trail users in most State Parks are limited to a very small percentage of singletrack trails. It's not fair, it's not justified, and it causes problems with other users. It contributes to congestion on those few legal trails and it creates a false sense of territoriality by other users who begin to think that the bike-closed trails belong to them and that allowing mountain bicyclists threaten "their" trails. Those are not "their trails".

I take the concerns of other trail users seriously. I'm committed to safe trails and safe riding. We can control that. I cannot control the perception of others for whom the very sight of a mountain bike rider counts as user conflict. I think the social impact research the team must do is very important. I urge you to research thoroughly and use fact based decision making. Don't rely on anecdote, exaggeration or multiple complaints by a small number of people. In the past, these distortions have misled decision makers to think user conflict is a bigger problem than it actually is.

When I think of the state park trail systems and mountain bicyclists' needs, I am guided by three values: Equity, Diversity and Connectivity. We need an equitable allocation of trail opportunities. It is unfair that in many cases the largest user group is restricted to the fewest number of trails. Trails should be shared or apportioned based on usage. Mountain bicyclists, like all trail users are diverse and deserve access to facilities ranging from easy to difficult. It is bad policy for the parks to restrict bicyclists to less than the full range of available experiences. In many places, bicyclists are hampered by a lack of connectivity. We can't get to other open trails, significant park attractions, neighboring parks, street access or other important destinations. Access to significant missing links should be the highest priority in trail conversion.

There is a tremendous amount of research on mountain bike use, impacts, trail design, social interaction, etc. I hope the PEIR team makes a serious commitment to examine this literature. It's essential that everyone on the PEIR team reads the two IMBA trailbuilding books. (It would also make sense for State Parks to get these books to all District Trail Managers.)

Trail Solutions: IMBA's Guide to Building Sweet Singletrack 2004
Managing Mountain Bikes: IMBA's Guide to Providing Great Riding 2007

The Trail Solutions book emphasizes trail building techniques. The Managing Mountain Bikes book examines trail planning and management and includes several state of the art summaries of scientific and social science research on mountain bike use and impacts. They are available at: <http://www.imba.com/resources/research/trail-science>

IMBA and IMBA members would also be a source of a great deal of other research on this topic. Personally, I have collected several file drawers of scientific papers, case studies, opinion surveys etc. I would be happy to share this information with you.

In the last several years, it seems that equestrian users have been the biggest opponents of new mountain bike opportunities. Apparently they see the trail system as zero sum. In parks in my area and I suspect in most places, equestrians make up only a small percentage of the trail users (5-7% in the Angeles District), yet they have access to most of the trails. When you consider alternatives on trail and road conversion requests it may be necessary to consider closing trails to horse use. Personally, I don't want to see any one lose trail opportunities, but if people can't share, they should be the ones restricted to a few special use areas.

Anti-bike trail users have sometimes argued that when bicycles are allowed on a trail, other users leave. They are displaced. In my 27 years experience on the trails, that is patently not true. (On more than one occasion, I have seen the people who told me they will no longer use a trail on it.) This issue needs to be investigated by the PEIR team. To the extent it is true for a few trail users uncomfortable with bikes, it's important to remember that they have a multitude of places to go. Bicyclists don't. A more shared use trail system with a few exceptions set aside for limited use will help mitigate this concern.

An EIR must consider cumulative impacts. It is important to understand that opening more trails to mountain bikes may only slightly increase the number of cyclists in a park, but is more likely to disperse them. This reduces both environmental and social impacts.

P281-30
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Below I have collected a set of 51 mitigation techniques that might be used in the trail conversion process. They might be used to help mitigate environmental and social impacts. They are organized as Educational Approaches, Infrastructure Approaches, Enforcement Approaches and Management Practices. I am sure there are others. I hope the PEIR process adopts these and other mitigation techniques as a set of options that any state park could use in their trail conversion decisions without having to go through new, redundant, expensive CEQA processes.

Educational Approaches

1. Provide public education (i.e., workshops, periodicals, pamphlets, training programs, websites) at each affected park on trail etiquette and regulations
2. Install trail yield instruction signs at all multi-use trailheads.
3. Appropriate warning and directional signage
4. Conduct multi-use trail workshops
5. Conduct horse desensitization
6. Work with bike shops, schools, clubs, outdoor stores, and other interested parties to promote low impact use, etiquette and consideration for other uses.
7. Set up park trailhead interpreter to pass out information
8. Authorize bike club trailhead interpreters to pass out information
9. Help mobilize volunteer patrols.
10. Provide information on other nearby places to go (when an area is closed, too crowded, or has visitors that one is uncomfortable with.)

Infrastructure Approaches

1. Self closing gates
2. Directional, information and explanatory signs
3. Road to trail conversions
4. Use trail design to control speed (e.g., perceived narrowness, sinuosity, obstacles, pinch points, rough surfaces, etc)
5. Use trail design to facilitate safe passing (occasional widenings of trail, pull out zones, increase sight distance near more difficult sections)
6. Improve drainage with rolling dips, grade reversals, drains, or water control devices.
7. Reroute all or part of existing trails
8. Build new trails
9. Armor soft, wet sections trails
10. Build boardwalks and bridges over wet sections
11. Build practice trail sections near trailheads
12. Interpretive Trails that provide information on the eco system, trail etiquette and mountain biking skills.
13. Use trail features to slow users before intersections

Enforcement Approaches

1. Increase staff trail patrols.
2. Cite violators of trail policy in accordance with local ordinances

Management Practices

1. Temporary closures to all when trail conditions are not safe or in weather events.
2. Vegetation, fencing or other barriers to dissuade off trail use
3. Restrict certain usage to one way only
4. Use alternate day closures (It's important that users always have a place to go, so alternate days should be like Tsali North Carolina where cyclists ride east side of park on odd days and west side of park on even days, equestrians do the opposite; not like Tahoe where you're out of luck on the wrong day.)
5. Increased maintenance schedule
6. Adopt a trail maintenance by volunteers
7. Require bicyclists and equestrians to wear helmets
8. Disperse use through opening more trails
9. Use separate trailheads to feed users into a shared use trail system
10. Partnerships and MOUs with user organizations
11. Create multi-use Trail Advisory Boards with right-minded people
12. Promote multi-use vents like barbecues, poker rides, trail building, volunteer celebrations, etc.
13. Use walk your bike zones on other wise open trails.
14. Restrict use to certain times of day
15. Hire professional trail contractors
16. Designate "high speed" competitive tracks and "low speed"

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- 17. Provide adequate trail opportunities
- 18. Provide diverse trail experiences
- 19. Use stacked loop philosophy to spread users out
- 20. Locate trails away from rare and endangered plants, archeology sites, or other fragile sites.
- 21. Keep trails as narrow as possible to reduce trampling, tread disturbance, soil impacts and to slow speed.
- 22. Minimize clearing for trails and keep allow low vegetation in clearing.
- 23. Prohibit off trail travel to all users
- 24. Design trails with sustainable grades and avoid fall line alignments
- 25. Use permit system to limit number of users on crowded days (don't discriminate between type of user)
- 26. Put rangers on bikes

The PEIR process must indicate that responsible bicyclists, hikers and equestrians are legitimate users of state Park trails and that they should have equal access. If trails are to be apportioned, they should be apportioned in light of the numbers of the various user groups. Each user group must also have equitable access to a variety of trails differing in their technical features. Each user group must be able to access the range of opportunities available in our wonderful State Parks. This would have been possible in 1989. It is possible now. I am at your service as you move through this process. As mentioned above I have access to a large number of studies on mountain bikes and trails. I would be happy to make them available to you.

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Statewide Trails

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Statewide Trails

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Sent: Tue, 13 Nov 2012 19:21:21 -0800

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 19:21

Submitted by anonymous user: [76.102.234.202]

Submitted values are:

--Contact 1--
First Name: Vanessa
Last Name: hauswald
Street Address: 40 4th Street #212
Street Address Line 2: 40 4th Street #212
City: Petaluma
Postal Code: 94952
State/Province: CA
Phone Number: 707 548.8077
Email: vanessa.hauswald@gmail.com

Comments:

Thanks! We appreciate the major steps that California State Parks has taken to promote multi-use trails. I'd like to urge you to use the PEIR to provide much needed trail opportunities for cyclists. We are a large user group and are only growing every year. I believe that there are effective tools and methods to successfully manage multi-use trails. Thanks for your hard work on this! Vanessa

P282-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12388

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#i#Gxdqh#gkdz qhuc urdguxqghulfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#5-89#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:56

Submitted by anonymous user: [76.175.192.86]

Submitted values are:

--Contact 1--
First Name: Duane
Last Name: Hawner
Street Address: 916 15th Street #5
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State/Province: CA
Phone Number: 818-383-3630
Email: dhawner@roadrunner.com

Comments:

•The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P283-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12295

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P284

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#JHRUJH#jhrkd|hC |dkrrlfrp `#

Sent: Tuqj|/Qryhp eh#9/#5345#-48#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:15

Submitted by anonymous user: [64.74.213.94]

Submitted values are:

--Contact 1--
First Name: GEORGE
Last Name: HAYE
Street Address:
Street Address Line 2:
City: Los Gatos
Postal Code: 95033
State/Province: CA
Phone Number:
Email: geohaye@yahoo.com

Comments:
California State Parks,

I think that it is a wonderful thing that State Parks has taken major steps to promote multi-use trails. I urge you to please use the PEIR to provide much needed trail opportunities for cyclists.

I appreciate the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.

Thank you for your time.

George Haye

P284-1
P281-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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Los Gatos, CA

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12335>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/27/2012

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Statewide Trails

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Statewide Trails

lqrC p edlfrp #^lqrC p edlfrp #rq#ehkdc#ri#Uln#^khdwk8C j p dlfirp #

Sent: Vxqgd|/Qryhp eh#58/#5345# #64#5P #

To: FHTD#QVF#

Submitted on Sunday, November 25, 2012 - 21:31

Submitted by anonymous user: [173.60.225.21]

Submitted values are:

--Contact 1--
First Name: Rick
Last Name: Heath
Street Address: 631 Corte Estrella
Street Address Line 2:
City: Camarillo
Postal Code: 93010
State/Province: CA
Phone Number: 805 910-6756
Email: rheath5@gmail.com

Comments:

Thank you for taking the proactive approach to open more mountain biking trails in California. No doubt mountain biking is a growing sport, which enables people to get outdoors while obtaining the benefit of getting good exercise. This sport can be participated by the entire family, making the family a stronger unit at a time when families are becoming dysfunctional and losing family values.

I would support the individual parks to be allowed to consider opening trails in their jurisdiction on their own internal process instead of going through a long & expensive EIR process. I would say in most cases, the park agency already has a survey of the resources, with the flora and fauna being identified, and would have noted any endangered species or concerned resources that would allow or disallow mountain biking in their park.

Mountain Biking also provides an economic benefit to the community, for gas stations, restaurants, grocery stores, possibly hotels, bike shops and etc. With the increase in user day activity, it also may increase a higher demand on park personnel depending if it was a large scope in the amount of trails. This is where volunteers have been successful in assisting the park agency.

An example is the Mountain Bike Unit (MBU) a volunteer organization in the Santa Monica Mountains that has been successful in patrolling thousands of acres and hundreds of miles of trails. The MBU assists the rangers within three agencies (California State Parks (CSP), National Park Service (NPS) and Mountains Recreation Conservancy Authority (MRCA) and have been first responders to medical emergencies, searching for lost hikers and bikers, and many other numerous activities that enhanced the visitor's experience.

P285-1

P285-2

P285-3

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12699

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P286

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#ri# lkdh#p hnc dq|krxvh1frp `#

Sent: P rggd|/Qryhp eh.#</#345#=#7<#DP#

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 09:49

Submitted by anonymous user: [50.79.158.113]

Submitted values are:

--Contact 1--
First Name: michael
Last Name: heede
Street Address: 1321 W Sutter Walk
Street Address Line 2:
City: Sacramento
Postal Code: 95816
State/Province: CA
Phone Number: 9164431714
Email: mike@anyhouse.com

Comments:
I have been an avid mountain and road biker for 40 + years here in the Sacramento Valley. Seegating the trail activity causes more problems than anything else. The best trails are shared and enjoyed by ALL and the horse community has pretty much disappeared due to the economics.

Multi-use trails with respect to others and the enviorment. Please

I frequent the trails from Tahoe to the California Coast line. thank you,
Michael Heede
Sacramento Realtor :-)

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12545>

P286-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P287

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#xw#hybrshc |dkrrlfrp #

Sent: Prqgd|/Qryhp eh#</#345#=-7:#DP#

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 10:47

Submitted by anonymous user: [174.76.158.53]

Submitted values are:

--Contact 1--
First Name: Kurt
Last Name: Heidner
Street Address: 926 Via Brocha
Street Address Line 2:
City: Santa Barbara
Postal Code: 93110
State/Province: CA
Phone Number: 8054552381
Email: evilopie@yahoo.com

Comments: First, I would like to thank CSP for the opportunity to make comments. I am an avid mountain biker and occasional hiker and I appreciate the major steps that CSP has taken to promote multi-use trails. I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. Mountain biking is a way of life for me and many of my friends and I would be a shame to exclude this user group from our State Parks.

P287-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12553>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#iGrxj#grxjlkhp vhwuC xqlirp kdup dunlfrp #

Sent: Tue, 14 Nov 2012 15:59:58 -0800

To: FHTD@VP#

Submitted on Friday, November 16, 2012 - 15:59
Submitted by anonymous user: [173.148.155.31]
Submitted values are:

--Contact 1--
First Name: Doug
Last Name: Helmstetler
Street Address: 26914 Helmond Drive
Street Address Line 2:
City: Calabasas
Postal Code: 91301
State/Province: CA
Phone Number: 818-973-3772
Email: doug.helmstetler@uniform.aramark.com

Comments:
Gentlemen:

I appreciate the major steps that CSP has taken to promote multi-use trails. In addition, I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. Actually, it is good that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

Of course, the trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thank you again, for considering and working toward opening up more trails to biking.

Doug

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12347

P288-1

P288-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ci#Ulfkdug#^ulfkC dgyhqwuhsoxvTruj #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-66#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:33

Submitted by anonymous user: [76.89.209.249]

Submitted values are:

--Contact 1--
First Name: Richard
Last Name: Henke
Street Address: 409m S Lucia Ave
Street Address Line 2:
City: Redondo Beach
Postal Code: 90277
State/Province:
Phone Number: 310-316- 5050
Email: rich@adventureplus.org

Comments: I have been mountain biking for over 20 years and look forward to having more trails to ride. I will be 70 next year and hope to ride for another 5-10 years.

P289-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12882>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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lrrc p edlfrp #lrrc p edlfrp #rq#hkdc#i#Uxvho#fdounC |dkrrlfrp #

Sent: Vdwxgd|/Qryhp eh# : #5345#6-3; #SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 16:08

Submitted by anonymous user: [108.202.246.213]

Submitted values are:

--Contact 1--
First Name: Russell
Last Name: Henmi
Street Address: 4877 McCoy Ave
Street Address Line 2:
City: San Jose
Postal Code: 95130
State/Province: CA
Phone Number: 408-866-0597
Email: cal_rk@yahoo.com

Comments:

We thank CSP for the opportunity to make comments. We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P290-1

P290-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12447

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P291

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lirC lp edlfrp #^lirC lp edlfrp #rq#ehkdc#ci#Fdurcbh#^ndlbqgp dxuhqC jp dlbfrrp #

Sent: Vdwxgd|/Qryhp eh#:#5345#-4:#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 09:17

Submitted by anonymous user: [98.248.175.179]

Submitted values are:

--Contact 1--
First Name: Caroline
Last Name: Hennig
Street Address: 1628 Portland Avenue
Street Address Line 2:
City: Berkeley
Postal Code: 94707
State/Province:
Phone Number: 510 559-8663
Email: kaiandmaureen@gmail.com

Comments:

Dear CSP,

I am a 73 year old grandmother who continues to camp several times a year in our magnificent State Parks. I also ride a trail bike for a couple of reasons. Arthritic knees makes it hard to hike in these amazing places, and it is fun and good exercise at my age to ride quietly along the magnificent trails.

Thank you so much for the care you have taken allowing average cyclists to use multi-use trails to comment, and I urge you to use the PEIR to provide more opportunities to enjoy the parks in this way. Thank you so much for your serious studies that have confirmed my own experience that multi-use trail that have been used by millions of park users have been largely problem free. Trails are not like basketball courts, or restaurants, which are wisely excluded as "attractions in themselves". Trails are my and millions of others primary way of enjoying the parks. We get our maps and follow the trails. Thank you for your wonderful work, We love the parks, belong to the park foundation and help in any way we can to protect and enhance their beauty, Please consider continuing to enhance my cyclists love and experience in our amazing parks. Caroline Hennig


P291-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12419

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P292

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Carol Henning

Mailing Address 651 Wilcox Ave. Los Angeles 90004

Email Address carolhen@stcglobal.net

Comments Where is safety among the issues addressed in the draft program EIR? Is it subsumed under "hazards and hazardous materials"? As off-road bike/equestrian encounters have resulted in death of horses and serious injury to riders, safety should be a paramount concern. The dangers created by mixing off-road bikes with hikers and equestrians result in a disenfranchisement of hikers and equestrians, who are imperiled by fast moving bikes.

Meeting Date October 27, 2012

P292-1

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdcc#i# lkdh#p hnk555C jp dlfpr #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-58#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:25

Submitted by anonymous user: [71.198.63.179]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Heskett
Street Address: 1020 Glasgow Place
Street Address Line 2:
City: Danville
Postal Code: 94526
State/Province: CA
Phone Number: 9253890677
Email: mikeh222@gmail.com

Comments:

Mountain bikers make up a large portion of users in the state park system and should be given more opportunities to voice their opinions about how the California State Park system best accommodates and serves them. Mountain bikers often drive into the state parks, and modifying more trails to be multi-use trails would generate entry fee revenue for the state park system. If more multi-use trails were available, I would even be in full support of a CSP mountain biking license in which mountain bikers register and pay on a yearly basis to be allowed access to mountain biking in the parks, This would directly generate revenue from mountain bikers and allow the CSP to create more multi use and sustainable trails, while making up for lost budget funds from the sate government.

P293-1

Overall, the CSP system is meant to preserve and manage the many gorgeous wilderness areas that California has, however, as a government body, CSP must serve it's citizens by seriously considering all suggestions as to how to run the parks. As mountain biking becomes more and more a popular form of transportation and recreation for California citizens, the CSP needs to adapt and make the proper accommodations to make sure that all users of the state parks can safely and sustainably enjoy the beautiful wilderness areas that California is lucky to call its state parks.

P293-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12929

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hul#khvvlhulfc dwlqhw#

Sent: Prqgd|/Qryhp eh#</#5345#3=78#SP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 23:45

Submitted by anonymous user: [75.5.247.26]

Submitted values are:

--Contact 1--
First Name: eric
Last Name: hess
Street Address: 1441 edwin dr.
Street Address Line 2:
City: yuba city
Postal Code: 95993
State/Province: CA
Phone Number: 530-870-6186
Email: hess.eric@att.net

Comments: please consider mtn. bikers as trail stewards in the state parks. We are less impact than horses on the same trails & have a tendency to actually do trail work w/volunteer efforts to make sure the trails are there for many years to come!

P294-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12583>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Jdu|#Jduaklc frp fdwqhw#

Sent: Tuqj|#Qryhp eh#9/#5345#-8; #EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:58

Submitted by anonymous user: [24.7.65.28]

Submitted values are:

--Contact 1--
First Name: Gary
Last Name: Hill
Street Address: 1150 king drive
Street Address Line 2:
City: El Cerrito
Postal Code: 94530
State/Province: CA
Phone Number: 5106819096
Email: Garalahill@comcast.net

Comments:
Fantastic! Visionary and progressive.

Mountain bikes were categorically banded from single track trails in the late 80's and 90's due to unfounded claims that mountain bikes destroy the environment, riders were perceived as fringe users with little regard for the environment or other users. Perceptions that simply weren't true.

Today's riders in the us number over 40 million. The closures have lead to aggressive advocacy and public education to create a powerful trail stewardship and trail etiquette awareness programs. There is no imperial evidence that mountain bikes degrade trails anymore than hikers or that rampant user conflicts abound.

It's time to provide equal access to public trails and accept mountain bikers into the environmental conservation realm.

That you for undertaking this process.

Sincerely,

Gary Hill

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12364

P295-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#jdu|^jdu|dqlk.kc frp fdwldqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#6=#7;#8P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:48

Submitted by anonymous user: [24.7.65.28]

Submitted values are:

--Contact 1--
First Name: Gary
Last Name: Hill
Street Address: 1150 King Dr.
Street Address Line 2:
City: El Cerrito
Postal Code: 94530
State/Province: CA
Phone Number: (510) 681-9096
Email: garyalanhill@comcast.net

Comments:

Thank you! Thank You!

You are serving a huge user group in Mountain Bikers by expanding trail access and creating a positive environment for the next generation of Trail and Environmental stewards!

P296-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12827>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp %rq#ehkdc#ci#huh#huhC uxqqbjjsl{hovlqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#7-88#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:55

Submitted by user: erikhillard

Submitted values are:

--Contact 1--

First Name: Erik
Last Name: Hillard
Street Address: 3461 Canyon Crest Rd.
Street Address Line 2:
City: Altadena
Postal Code: 91001
State/Province: CA
Phone Number: 626-840-0879
Email: erik@runningpixels.net

Comments:

Thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P297-1
P297-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12862

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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Statewide Trails

l;rc l; edlfrp #l;rc l; edlfrp #rq#hkdc#i#dqh#gdqhk; hvC krw d;frp #

Sent: P rggd|/Qryhp eh.#</#345#3-8;#DP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 11:58

Submitted by anonymous user: [209.129.241.43]

Submitted values are:

--Contact 1--
First Name: Daniel
Last Name: Himes
Street Address: 1083 N Ash Ave
Street Address Line 2:
City: Clovis
Postal Code: 93611
State/Province: CA
Phone Number: 559 299-3317
Email: daniel_himes@hotmail.com

Comments:

As a trail user for both hiking and cycling (both road and mountainbike) I commend the park service for their efforts to increase trail use. I would encourage futher use of funding and man-power to increase the extent of trails available to the public. The Draft Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process seems to be a good step at increasing trail usage. Especially for growing groups such as cycling (both on and off road). Thanks for the opportunity to respond.

P298-1

Daniel Himes

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12558

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#ci#ubq#eudqklwfkxc jpdlfrp #

Sent: Vdwxgd|/Qryhp eh#: #5345# -05#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 21:52

Submitted by anonymous user: [24.23.149.150]

Submitted values are:

--Contact 1--
First Name: brian
Last Name: hirt
Street Address: 5040pacheco blvd
Street Address Line 2:
City: mtz
Postal Code: 94553
State/Province: CA
Phone Number:
Email: brianhirtchu@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P299-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P299-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12467

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P300

Statewide Trails

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Statewide Trails

lqrc lp edlfrp #lqrc lp edlfrp #rq#ehkdc#ci#Uln#Lwqh4C vefjoredqhw#

Sent: Wkxugd|/Qryhp eh#<#5345#-65#P#

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 10:32

Submitted by anonymous user: [70.197.152.242]

Submitted values are:

--Contact 1--
First Name: Rick
Last Name: Hobbs
Street Address: 406 S Florette St
Street Address Line 2:
City: Anaheim
Postal Code: 92804
State/Province: CA
Phone Number: 7143426071
Email: Itune1@sbcglobal.net

Comments:

Thank you for the opportunity to comment on the subject of trail use. I appreciate the steps CSP has taken to promote multi use trails and I encourage continued use of PEIR to provide trail opportunities for cyclists. I welcome the acknowledgement that there are tools available to successfully manage multi use trails.

•The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

•The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thank you.
Rick Hobbs

P300-1
P300-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13118

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P301

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#igb#glrc hqrwhz d|lfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#3;#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:08

Submitted by anonymous user: [67.164.103.220]

Submitted values are:

--Contact 1--
First Name: Edin
Last Name: Hodzic
Street Address: 5222 Zaro Ct.
Street Address Line 2:
City: Pleasanton
Postal Code: 94588
State/Province: CA
Phone Number: 1-408-828-6723
Email: dino@enoteway.com

Comments:

Dear CSP officer,

I would like to express my support for the changes that may open additional California State Park trails to mountain bikes.

P301-1

Regards,

Edin Hodzic

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12972>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P302

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#hdqghwh#^fu} |mqqc sdfehdqghw#

Sent: Tuqj | #Qryhp eh#9/#5345#=#36#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:03

Submitted by anonymous user: [70.137.139.181]

Submitted values are:

--Contact 1--
First Name: Jeannette
Last Name: Holliday
Street Address: 864 College Ave
Street Address Line 2:
City: Menlo Park
Postal Code: 94025
State/Province: CA
Phone Number:
Email: crzyjenn@pacbell.net

Comments:

Thank you for giving the community this opportunity to comment on the PEIR process. I appreciate CSP's willingness and effort to evaluate and broaden access to our parks by considering implimentation of multi-use designation for appropriate trails.
The more users our parks have the larger the constituency who will help defend (and enjoy) their existence. I am among an (admittedly small) group of users who could benefit from multi-use trails. I have bad knees and can no longer hike, but (amazingly) can mountain bike even fairly challenging trails. More importantly, here is a whole new and bugeoning demographic of young people who are increasingly turning to mountain biking as a primary form of recreation. Bringing them into the circle of state park users would benefit the parks with popular support in the future. Moreover, bikers volunteer in droves when it comes to trail maintainance. I have know dozens of hikers in my life, but only one (besides myself) who ever volunteered to work on the trails they used. I do not know a single mountain biker who has not volunteered. That is a resource to be cultivated!
I know there are hikers (and organizations) who oppose bicycle use of trails and want to claim ownership of every last mile for their exclusive use. This is very backward looking and blindly selfish. There are proven methods for managing multi-use and it is being done succesfully in many places. I applaud the CSP for its openness in studying this question and urge that all appropriate trails be opened to multi-use. Thank you.

P302-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12300

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P303

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#Urq#u98kroC |dkrrlfrp #

Sent: TuJd|#Qryhp eh#9/#5345#5=36#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:03

Submitted by anonymous user: [108.219.9.166]

Submitted values are:

--Contact 1--
First Name: Ron
Last Name: Holt
Street Address: PO Box 923
Street Address Line 2:
City: Pismo Beach
Postal Code: 93448
State/Province: CA
Phone Number:
Email: r65holt@yahoo.com

Comments:

Thanks for the opportunity to comment about trail use and development in state parks. While I recognize that not all trails can accommodate every type of use (or even heavy use of a single type in some cases), I want to encourage you to make trails multi-use wherever practical and to offer trail options for various uses where multi-use isn't workable. As both a hiker (when I have the time) and a mountain biker (when time is more limited), I appreciate the opportunity that state parks offer to get away from the bustle of civilization.

I have learned enough from volunteer trail maintenance and building (including one day per year in Montana De Oro SP) to know that well designed trails can handle moderate to heavy use and that less-well designed trails can do so if maintenance is regular and modifications are made to the worst sections. User conflicts can also be overcome, although it is more difficult as user volume grows.

Problems will occur but they can be approached and gradually resolved. State Parks should remain open to as large a section of the public as is possible without significant damages to the resources within them. (And "significant damage" should not be defined by people with elitist ideologies.)

Thanks again for listening to my views.

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12330

P303-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P304

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dqh#gkrrnc jp dlfrp #

Sent: Vxqgd/AQryhp eh# ; #5345#5-68#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 01:35

Submitted by anonymous user: [24.7.113.139]

Submitted values are:

--Contact 1--
First Name: Daniel
Last Name: Hooks
Street Address: 2109 Hearst Ave
Street Address Line 2:
City: Berkeley
Postal Code: 94709
State/Province: CA
Phone Number:
Email: dhooks@gmail.com

Comments: Please allow greater mountain bike use on trails in CA. It is a shame that, in the birthplace of mountain biking, so many trails are off limits to cyclists. In my experience as a hiker and biker, the vast majority of trail users are happy to share enjoyment of the outdoors with others, and there are very rarely problems. Cycling is a wonderful way to enjoy the attraction of parks in CA. Many trails, even if not designed specifically for mountain biking, offer a safe and wonderful experience for cyclist as well as hikers and other trail users. Extensive remodeling is rarely needed for general safety and enjoyment.

P304-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12474

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P305

Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#-53#5P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:20

Submitted by anonymous user: [76.173.143.66]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Hoover
Street Address: PO Box 879
Street Address Line 2:
City: SEAL BEACH
Postal Code: 90840
State/Province: CA
Phone Number:
Email:

Comments:

Please allow open mountain bike access to all trails 24 x 7 x 365
I am a cyclist and I VOTE.

P305-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12925>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#shwu#skrsnlqvrq75<C jp dlfpr #

Sent: Wxhvgd|#Qryhp eh#5:#5345#7-75#5P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:42

Submitted by anonymous user: [108.244.30.123]

Submitted values are:

--Contact 1--
First Name: Peter
Last Name: Hopkinson
Street Address: 626 Wonderview Dr
Street Address Line 2:
City: Calabasas
Postal Code: 91302
State/Province: CA
Phone Number: 424-234-1842
Email: phopkinson429@gmail.com

Comments:

I love to the state parks, I love to ride, I love to ride in the state parks.
Best,
Peter

P306-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12852>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#rkq#rkqsursvc |dkrrlfrp #

Sent: Wkxugd|Aqryhp eh#5<#5345#-56#DP #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 07:23

Submitted by anonymous user: [65.115.116.220]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Horning
Street Address: 17144 Nevette Ct.
Street Address Line 2:
City: Canyon Country
Postal Code: 91387
State/Province: CA
Phone Number: 661-714-3553
Email: johnprops@yahoo.com

Comments: I would like to thank the California State Parks for considering and streamlining access to certain trails by mountain bikes. I agree that some trails or areas need further study for certain types of access such as mountain bikes, horses, and hikers. However, there are many trails that are obviously low maintenance terrain that doesn't require the heavy costs of further studies. In this day and age it's great to see a state or federal entity using common sense as opposed to tax payer funded redundant studies!

P307-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13105>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

l}rC p edlfrp #^l}rC p edlfrp #rq#ehkdc#i#Urehu#vdfwerekurz l}C jp dlfrp #

Sent: Vxqgd|/D}ryhp eh#; #5345#3-54#SP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 23:21
Submitted by anonymous user: [65.78.135.112]
Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Horowitz
Street Address: 1240 Dolores Way
Street Address Line 2:
City: Sacramento
Postal Code: 95816
State/Province: CA
Phone Number: 916-440-6032
Email: sactobobhorowitz@gmail.com

Comments:

Thank you for the opportunity to comment on the proposed Trail Change-in-Use Evaluation Process. I geratly appreciate the steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. As a cyclist, I know that there are effective tools and methods to successfully manage multi-use trails. After more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are actually pretty rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment and designed to showcase a park's natural features. More trails will mean more users at State Parks who pay gate fees and help parks pay for themselves.

P308-1
P308-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12534>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Urehu#vdfwerekurz W)C jp dlfrp #

Sent: Tujd|/Qryhp eh#3/#5345#3-48#P #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 23:15

Submitted by anonymous user: [65.78.135.112]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Horowitz
Street Address: 1240 Dolores Way
Street Address Line 2:
City: Sacramento
Postal Code: 95816
State/Province: CA
Phone Number: 916-440-6032
Email: sactobobhorowitz@gmail.com

Comments:

Thank you for the opportunity to comment on the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR).

As an IMBA member and avid mountain biker, I appreciate CSP's efforts to promote multi-use trails. Please use the PEIR to provide much needed trail opportunities for bicyclists.

As you know, there are effective tools and methods to successfully manage multi-use trails. After more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. There are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

As a mountain biker and a taxpayers, I want and deserve the same access to trails as other users. Folks who say otherwise simply do not want to share the trails.

Without mountain biking, I probably would've had a heart attack by now. This sport leads to a healthy, active population... the kind of population that supports state parks.

Thank you, again, for your efforts.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13199



P309-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkdc#ci#rugdqr#rugdqrvc huC jp dldfrp \#

Sent: Prqgd|/6hfrp eh#6/6345#4-8:#DP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 12:57

Submitted by anonymous user: [72.5.0.98]

Submitted values are:

--Contact 1--
First Name: Jordan
Last Name: Hosmer
Street Address: 60 Valparaiso Street
Street Address Line 2:
City: San Francisco
Postal Code: 94133
State/Province: CA
Phone Number: 5134788080
Email: jordanhosmer@gmail.com

Comments: Thank you for the opportunity to speak out on this matter. Since I moved from Ohio I have enjoyed the beautiful outdoors that the California landscape offers in a variety of ways. I have found it a duty of mine to act responsibly when using the land and am a proud supporter of the California State Parks. I feel strongly that mountain biking offers individuals and groups a chance to experience this great state in a way that brings them closer to nature, and in turn more connected to the park system. Mountain bikers care about the trails, we care about safety, and we care about others using the trails. Lets enjoy this land together! Thanks.

P310-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13267

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#i#hqqv#grfkrxC krwp dldfrp #

Sent: Vxqgd|/Qryhp eh# ; #5345#-7<#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 22:49

Submitted by anonymous user: [24.5.187.114]

Submitted values are:

--Contact 1--
First Name: Dennis
Last Name: Hou
Street Address: 2130 Geri Lane
Street Address Line 2:
City: hillsborough
Postal Code: 94010
State/Province: CA
Phone Number: 4089726399
Email: dochou@hotmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P311-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P311-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12530

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P312

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#thudg#jbrxchwC |dkrrlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#=-58#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 02:25

Submitted by anonymous user: [71.198.135.13]

Submitted values are:

--Contact 1--
First Name: Gerald
Last Name: Houkette
Street Address: 2466 Geary blvd
Street Address Line 2:
City: San Francisco
Postal Code: 94115
State/Province: CA
Phone Number: 707-592-0953
Email: g_houlette@yahoo.com

Comments: Life long California resident. I am an avid mountain biker and tax payor. I think our state parks should be open to everyone that wants to use them and mountain biking is a safe way to use our parks. I don't think it's fair that these trails are closed to people that pay their taxes, contribute to the safety of our parks.

P312-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12475>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lirC p edlfrp #^lirC p edlfrp #rq#hkdc#ci#dq#gdqkrz hvC jp dlfirp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#4=76#5P#

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 00:43

Submitted by anonymous user: [24.5.100.169]

Submitted values are:

--Contact 1--
First Name: Dan
Last Name: Howes
Street Address: 420 Napa St.
Street Address Line 2:
City: Sausalito
Postal Code: 94965
State/Province: CA
Phone Number: 831 334 2675
Email: danhowes@gmail.com

Comments:

Thank you for the opportunity to comment on this matter. After evaluating plan it is my feeling that the trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P313-1

P313-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12994

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dp hv#nskr|dn:5:C drdfpr `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#8-79#8P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:46

Submitted by anonymous user: [107.197.65.64]

Submitted values are:

--Contact 1--
First Name: James
Last Name: Hoyle
Street Address: 3371 Avenida Nieve
Street Address Line 2:
City: Caelsbad
Postal Code: 92009
State/Province: CA
Phone Number: 760 846-4810
Email: jphoyle727@aol.com

Comments:

I have been an avid Mountain Biker for over thirty years now, the majority of my riding has been in State Parks, Regional Parks and Open-Space District lands. In those three decades, during which I have bicycled close to ten thousand miles, I have never had a conflict with other trail users, be they biped, equestrian or other two-wheelers.

Please consider the current state of young people's (and others) health and the coming obesity related health-care crisis. Having easy and ample opportunity for outdoor recreation could go a long way in helping to alleviate some of those issues related to a sedentary life-style.

Thank you,
James Hoyle

P314-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12889>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#wdf|#wdf|1kudfkC jp dbfrp #

Sent: Vdwxgd|/Qryhp eh#: #5345#5-34#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 15:01

Submitted by anonymous user: [72.87.209.90]

Submitted values are:

--Contact 1--
First Name: Tracy
Last Name: Hrach
Street Address: 485 HillsboroughSt
Street Address Line 2:
City: Thousand Oaks
Postal Code: 91361
State/Province: CA
Phone Number: 805 405-2147
Email: tracy.hrach@gmail.com

Comments:

Thank you for considering public comments as a policy and practice director.
Crowd sourcing works!
I have been hiking and biking in the Santa Monica Mtn's for over 30 years and
from my view the last 5 - 8 years the trail use has greatly increased...
And that's a good thing: getting more people out and exercising with family
and friends is why we have a park service and a positive trend for the health
of our over-caloried population. What I don't understand is why the amount of
trails, specifically hasn't followed this trend when the use, especially
amound mountains bikes has tripled in my area...in fact some trails we (
mountain bikes) used for years have now closed (some of the most popular
trails in sycamore canyon). It was explained to me from the park service
that these were never officially designated trails and the park service was
challenged by others to close them... So rather than fight for the trails
the simply closed them. This happens more often when allowing mountain bikers
access. The amount of trail use by mountain bikers is often the majority of
the use now but seem to be at the bottom of the list when considering use.
Horses comprise 5% of the use at best but do 90% of trail damage and have
access to more trails then those that are 80% of the trails users. These
trails can be multi use and this method will never be without problems but
works. More trails = less congestion and less of these problems. Problems
always grow out of different usage of a shared resource but that's why we
have army's, police and a park service: to make a peaceful coexistence work
and make the resource work for the many, not just the few.

P315-1
P315-2
P315-3

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12440

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Urehw#urehwkxeedugmC jp dlfrp #

Sent: Vdwxgd|/Qryhp eh#: /#5345#B-4<#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 18:19

Submitted by anonymous user: [66.87.66.232]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Hubbard
Street Address: 6409 Shirehall Drive
Street Address Line 2:
City: San Diego
Postal Code: 92111
State/Province: CA
Phone Number:
Email: roberthubbardjr@gmail.com

Comments: Thank you for letting bikers in.

I P316-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12456>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#or |g#ok533333C |dkrrlfrp #

Sent: Wkxugd|A0ryhp eh#5<#5345#4-5<#DF #

To: FHTD#QVF#

Submitted on Thursday, November 29, 2012 - 12:29

Submitted by anonymous user: [148.165.17.65]

Submitted values are:

--Contact 1--
First Name: lloyd
Last Name: huey
Street Address: 1728 washington st
Street Address Line 2:
City: SF
Postal Code: 94109
State/Province: CA
Phone Number:
Email: lkh200000@yahoo.com

Comments: Hi...Cycling in the state parks would be great way for people to enjoy the park systems. It would be nice for bicycle's , horse's & pedestrian certain area's of the park. Thanks CSP

P317-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13122>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P318

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Qruhq#qruhq|C krwp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#7-79#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:46

Submitted by anonymous user: [205.156.136.229]

Submitted values are:

--Contact 1--
First Name: Noreen
Last Name: Irving
Street Address: 4414 Clarewood Drive
Street Address Line 2:
City: Oakland
Postal Code: 94618
State/Province: CA
Phone Number:
Email: noreeny@hotmail.com

Comments:
Dear California State Parks (CSP):

Thank you for the opportunity to make comments re; the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). As both an avid trail runner, hiker and mountain biker, I appreciate the steps that CSP has taken to promote multi-use trails. I urge you to use the PEIR to provide much needed trail opportunities for cyclists, and to maintain the multi-use access that we currently enjoy in this great state.

A couple of things upon which I will comment:
1) The trail conversion analysis may prove to be a cumbersome and time consuming process, which may lead to expensive trail alterations and bog down the timeframe in which we can efficiently and effectively make strides toward getting more of the public to use trails, and to support them financially over the long-term. There are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. I hope that care is taken with regard to the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

2) The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." I don't think the code should apply to trails because they are the means by which users can enjoy the full use of our state parks and explore all they have to offer.

Thank you again for the opportunity to provide comments.
Sincerely,
Noreen Irving

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12854

P318-1
P318-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P319

Debbie Isakson
4437 Sierra Express Dr.
Camino, CA 95709

December 4, 2012

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814
Re: Statewide Trails

Dear Environmental Coordinator:

Thank you for the opportunity to comment on the draft Program Environmental Impact Report (PEIR) to evaluate the Statewide Roads and Trails Change-in-Use Process.

California State Parks (CSP) is proposing to implement a new process to facilitate the review of change-in-use requests that would add uses to or remove uses from existing recreational roads and trails in the State Park System.

As an avid user of Folsom Lake State Recreation Area where most of the trails are designated Hiker/Equestrian trails, I feel that one of the most important benefits of the current trail designation is safety for equestrians, hikers and bicyclists. More accidents would take place between bicyclists, equestrians and hikers. Horse and bike collisions are dangerous for both parties.

P319-1

Although trail etiquette is suggested, I know from personal experience on the Folsom trails that there is little respect for equestrians. Bikes consistently disregard the safety of the riders startling the horses which can spook them with grave consequences causing broken legs which ultimately leads to the horse having to be put down. Safety of the rider as well bicyclists and hikers need to be considered,

There have also been a number of bicycle events where the existing trails designated for multiuse have been closed using flags and cones, therefore limiting access to equestrians and hikers.

With the State budget cuts, there is very little presence of State Parks personnel patrolling the park. How would the California State Parks monitor the rise in bike users and keep everyone safe when they do not currently have the manpower to patrol trails?

P319-2

Environmental impact on the trails needs to be seriously considered. On Folsom trails I have personally seen instances where the soil is moved to make jumps. One of the proposed project solutions includes installation of speed control devices and widening of trails to increase line of sight. If the current designations were maintained, then further degradation to the area would not be needed.

P319-3

Please weigh the benefits of keeping the current users before adding additional users to trails. Separation of trails for non-compatible users would be the safest way to approach increased use of trails.

P319-4

Thanks, in advance, for considering my concerns on these important issues.

Sincerely,

Debbie Isakson

P320

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Wynh#u|hp dq7C drdfrp #

Sent: Z hgqhvgd|/Qryhp eh#;#5345#13=77#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 11:44

Submitted by anonymous user: [208.31.81.1]

Submitted values are:

--Contact 1--
First Name: Steve
Last Name: Iverson
Street Address: 308 Fernleaf Ave Unit C
Street Address Line 2:
City: Corona Del Mar
Postal Code: 92625
State/Province: CA
Phone Number:
Email: ryeman4@aol.com

Comments:

-Thank you for the opportunity to make comments.
-We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
-We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
-We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.
Thank You

P320-1
P320-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13047

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P321

Statewide Trails

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Statewide Trails

lqrC p edlfrp #^lqrC p edlfrp #rq#hkdd#i#NhyL#p we975336C |dkrrlfrp #

Sent: Wxhvqd|AQrytp ehu#:#5345#B=75#P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:42
Submitted by anonymous user: [98.145.215.103]
Submitted values are:

--Contact 1--
First Name: Kevin
Last Name: Ivey
Street Address: 167662 Bolero Lane
Street Address Line 2:
City: Huntington Beach
Postal Code: 92649
State/Province: CA
Phone Number: 714 840 3441
Email: mtb642003@yahoo.com

Comments:

As a Physician I support the physical and mental health that comes from enjoying our State Parks and I can explore much more on a bike than by hiking.

- I thank CSP for the opportunity to make comments.
- I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
- I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
- I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
- The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
- The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P321-1
P321-2

Sincerely,
Kevin J, Ivey, M.D.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12887>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P322

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Grxjov#^gxjdg46C |dkrrlfrp %

Sent: TuEd|/Qryhp eh#9/#5345#=#8; #EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:58

Submitted by anonymous user: [8.19.13.19]

Submitted values are:

--Contact 1--
First Name: Douglas
Last Name: Jacobson
Street Address: 2000 Las Canoas Ridge Way
Street Address Line 2:
City: Santa Barbara
Postal Code: 93105
State/Province: CA
Phone Number: 8052220258
Email: dukan13@yahoo.com

Comments:

Thank you for the opportunity to make comments in support of multiuse trail. I appreciate the major steps that CSP has taken to promote multi-use trails and II urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. Thank you

P322-1

P322-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12328

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P323

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ri#Degxmk#de}lwkC jp dldfrp #

Sent: Tuqj|#Qryhp eh#9/#5345#-69#6P #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:36

Submitted by anonymous user: [99.71.140.148]

Submitted values are:

--Contact 1--
First Name: Abdullah
Last Name: Jamali
Street Address: 4255 50th St.
Street Address Line 2:
City: San Diego
Postal Code: 92115
State/Province: CA
Phone Number: 858-922-2096
Email: abzillah@gmail.com

Comments:

To California State Parks,
Thank you for changing policy and allowing cyclist to use multi-use trails.
I will be a good user of the trails and make sure to pick up trash, be
respectful of other users, and follow all rules and regulations of trails.
I am very thankful for your change in policy.

P323-1

Abdullah Jamali

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12320>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P324

Statewide Trails

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#ci#mrkq#elnhrqmrkqC jpd bdfpr #

Sent: Wxhvqd|#Qryhp eh#5:#5345#=#7:#BP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:47

Submitted by anonymous user: [71.198.192.250]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Jaramillo
Street Address: 225 San Mateo Ave
Street Address Line 2:
City: Los Gaos
Postal Code: 95030
State/Province: CA
Phone Number: 408-354-7457
Email: bikeonjohn@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P324-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P324-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12983

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P325

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#xw#xwC dgyhqwuhvhnskrcwlfrcp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#75#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:42

Submitted by user: KurtJensen

Submitted values are:

--Contact 1--
First Name: Kurt
Last Name: Jensen
Street Address: 2090 Penasquitas Dr.
Street Address Line 2:
City: Aptos
Postal Code: 95003
State/Province: CA
Phone Number: 8319151805
Email: kurt@adventureseekphoto.com

Comments:

Thanks to CSP for recognizing mountain biking as an ever growing popular form of recreation in State Parks. We need more mileage of legitmate legal trails to ride. The Santa Cruz area is a mecca for mountain biking, yet creating new trail access has taken decades, with little new trails to show for it. I hope this will begin to change, as other states, such as Oregon, Utah, and Colorado have increasingly capitalized on mountain bikings vast tourist revenue. I myself have made trips in the last two years to mountain bike in Oregon and Utah, and wish we had more available trails on our great public lands in California.
Thanks, Kurt Jensen

P325-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12913>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P326

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#g dub#g dubC mvehuj lfrp #

Sent: Prqgd|/Qryhp eh.#</#345#=#38#DP#

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 09:05

Submitted by user: darin@jesberg.com

Submitted values are:

--Contact 1--
First Name: Darin
Last Name: Jesberg
Street Address: 1112 Pyrite Way
Street Address Line 2:
City: Modesto
Postal Code: 95355
State/Province: CA
Phone Number: 209.604.7598
Email: darin@jesberg.com

Comments:

As a multi-use trail user, (backpacker, cyclist) I appreciate the significant steps that CSP has taken to promote multi-use trails in our Nation's Parks and Forests. I applaud the partnership that this has created with trail users, like myself, that promote Leave-No-Trace and solid trail use ethics. I spend many long days in the backcountry on foot and by bike promoting smart trail use ethics, proper maintenance, and conservation of natural resources. I look forward to a positive outcome on this matter.

P326-1

Sincerely,

Darin Jesberg

IMBA Patroller, backcountry enthusiast, conservationist

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12548

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ddurq#^ddmkqvrqC jp dlfrp \#

Sent: Tuqj|/Qryhp eh#9/#5345#=#77#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:44

Submitted by anonymous user: [71.160.209.102]

Submitted values are:

--Contact 1--
First Name: Aaron
Last Name: Johnson
Street Address: PO BOX 1484
Street Address Line 2:
City: Bishop
Postal Code: 93515
State/Province: CA
Phone Number: 831-594-7930
Email: aajohnson@gmail.com

Comments: Thank you for the opportunity to comment. I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I strongly support consideration of opening suitable State Park trails to mountain bike access and believe that in many cases the existing trails may be adequate to support this type of use. Additionally, opening CSP trails to bikes will encourage use of existing trails rather than building illegal trails -- and that as a trail user group, mountain bike clubs can be of assistance in maintaining trails that can be enjoyed by all.

P327-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12323>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#kdqqrq#dylgwvwC jp dlfrp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#33#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:00

Submitted by anonymous user: [75.32.241.0]

Submitted values are:

--Contact 1--
First Name: shannon
Last Name: johnson
Street Address: 211 Village Run East
Street Address Line 2:
City: Encinitas,
Postal Code: 92024
State/Province: CA
Phone Number: 17608157410
Email: avidtest@gmail.com

Comments: As an avid environmentalist, state park pass holder and supporter, and all-around mountain bike lover, I strongly urge CSP to- not only allow, but also encourage multi-use trail access for all to enjoy.

P328-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12968>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: P rggd|/Qryhp eh.#59/#5345#4-5<#DP #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 12:29

Submitted by anonymous user: [99.27.203.62]

Submitted values are:

--Contact 1--
First Name: ted
Last Name: jonson
Street Address:
Street Address Line 2:
City: aptos
Postal Code: 95003
State/Province: CA
Phone Number:
Email:

Comments: I appreciate the steps that CSP is takeing to promote multi-use trails and I truly hope CSP will use the PEIR to provide much needed trail opportunities for cyclists in state parks. one thing everyone could use more of is exercise and fun. And the more trails that are open for riding the more people will ride.

P329-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12714>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hqqllhu#e.lnhunqC jp dldfrp #

Sent: P rggd|/6hfrp eh#B6/#5345#B-76#B# #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 18:43
Submitted by anonymous user: [108.67.152.122]
Submitted values are:

--Contact 1--
First Name: Jennifer
Last Name: Joy
Street Address: 359 Baker St
Street Address Line 2:
City: Santa Cruz
Postal Code: 95062
State/Province: CA
Phone Number: 8314651926
Email: bikerjen@gmail.com

Comments: Thank you for letting us make comments. I believe trails for all users (hikers, equestrian and mt bike) are important. We need more trails to let us and future generations experience nature. Mt biking in particular is very appealing to children and a great way for them to be outdoors. I bought a California State Park pass just so I could mountain bike. I would love to see more trails opened to bikes in the future. I cannot hike due to bad knees, but I can ride -- open the beauty of California to more users, it benefits everyone.

P330-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13286>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hqqllhu#j lrrqdehhc krwp dlifrp `#

Sent: Z hqqhvgd|/Qryhp eh#; #5345#; -64#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:31

Submitted by anonymous user: [71.84.2.155]

Submitted values are:

--Contact 1--
First Name: Jennifer
Last Name: Jozwiak
Street Address: 200 S. Burton St.
Street Address Line 2:
City: Nipomo
Postal Code: 93444
State/Province: CA
Phone Number: 805-503-0733
Email: gironabike@hotmail.com

Comments:

Thank you for reading my comments today. I'm very excited to hear the news that State Parks will start allowing mountain biking on more trails in the park system and convert more trails to multi-use. As a member of CCCMB, I hope to be a part of this change in my own local area. I look forward to riding in other parks throughout the state when I travel. Though multi-use trails benefit a variety of users, it does take effort to convert some trails. I hope that local trail groups such as CCCMB will be tapped to make this conversion easier. Thank you again for allowing this process to be much easier than before. The end result will be more park visits and health benefits for all Californians.

P331-1

Sincerely,

Jennifer Jozwiak

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13023>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P332

Statewide Trails

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Statewide Trails

Ndwk|#kcdq#^nxddq6<C |dkrr1frp #

Sent: Vxqgd|/Ghfrp ehu#5/#5345#6-77#SP #

To: FHTD#QVF#

December 2, 2012

Environmental Coordinator

CA Dept. of Parks & Recreation

Subject: Statewide Trails

As a tax paying citizen of California I am appalled at the prospect of using state monies to expand the number of multi-use trails in California state parks! Our state parks have so very many needs for repair and maintenance at this time due to **years** of delayed work because of reduced staffing and staffing hours that I am shocked that state monies are being considered for use to reconstruct single track trails to multi-use.

P332-1

Further, our state parks already have many, many existing fire roads that are by their very design, multi-use. Come to think of it -- the fire roads I use all need extensive repair and maintenance. This is not the time to move to new projects -- as the rangers and other park staff tell us, there are years of work projects waiting to be done already on their project lists.

P332-2

In the park I use most frequently, Malibu Creek State Park, it has been determined by an engineer that we have approximately 41 miles of trails and roads. Of these, 63% of the total trail-miles are open to bicyclists. Several of the remaining trails are short dead end trails, so the total percent of trails-for-distance available to cyclists is actually higher. To open up the remaining single track trails to multi-use would be enormously expensive. I believe that similar situations exists in most of our state parks. Reconstruction of trails for multi-use is definitely not a use for state monies when repair and maintenance of existing trails is in dire need!

P332-3

Safety -- Who in the world is going to monitor all these multi-use trails to ensure safety to all users? Who will be on site when a hiker or horse is hit by a bike—or a bike rider is thrown off his bike trying to avoid the accident? Expanding the possibilities for accidents with additional multi-use trails is preposterous. Accidents between pedestrians and bikes can have horrific consequences.

P332-4

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

At the last public meeting I attended with State Parks & Recreation a lady in the audience spoke of the \$80,000 – yes! \$80,000 – she has had to spend for hospitalization and rehabilitation due to having been hit by a mountain bike on a trail! And, tragically, she will never have the use of her body as she did before the accident. Machines and hikers/equestrians MUST NOT have to share more trails.

P332-5

Cyclists ride bikes for distance and speed – I understand that and appreciate it. What fun it is to feel the wind on your face and the pounding of your heart! Whatever CORBA and IMB say, cyclists do not ride with any intention of stopping for pedestrians. I know from experience that cyclists DO NOT stop for pedestrians. Why should they? There is no consequence. Plus, stopping on the trail interferes with their primary reasons for mountain biking: acquiring speed and distance. I, a hiker, don't want to be in their way! I rely on single track trails to ensure the greatest possibility of my safety.

P332-6

Maintenance – multi-use trails have heavier use than single track – who in state parks will *regularly* maintain them? Our ranger staffing and maintenance staff are working full time on the heavily used public areas of the parks just keeping them safe and clean. As much as they'd like to be out on the trails, there isn't the time.

P332-7

Fauna – our experience at MCSP with multi-use reconstruction of Tapia Trail is the total destruction of plants, some of them rare. The width of multi-use trails must be at least 6 feet – what a lot of destruction to plants that will incur as trails are widened. Scientific research tells us that re-planted plants do not grow as strong or as well as those in their original sites. Plant communities are lost; degradation to the sites occur. Ecological concerns abound with this talk of reconstruction of trails.

P332-8

This recent destruction of rare plants reinforces the need for completing FULL CEQA evaluations before any changes to trails are made. And, they must be completed carefully and correctly. When reading one of the recent evaluations of an area I'm familiar with many corrections were needed. The job had been done hastily and resulted in faulty data. NO REDUCTION OF CEQA's evaluation process can be considered.

P332-9

As a voting citizen of California I assure you I will not support this proposed mis-use of our state monies to expand multi-use trails in our state parks.

P332-10

The time is now to complete projects that have been on the books for years and to set up schedules for *regular* repair and maintenance of existing trails. Once I see that original goals and plans of our state park trails have been met, then let's speak of new and expanded goals.

P332-11

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

Statewide Trails

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Show me by your actions that State Parks & Recreation means what is said in its mission:

*“...protecting its **most valued natural** and cultural resources, and creating opportunities for **high-quality** outdoor recreation.”*

┌ P332-11
└ cont'd

Sincerely,

Kathryn A. Julian

639 Redwood Ave.

Ventura, CA 93003

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P333

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#kch#xchndqj|C jp dlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#B-#5#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 18:52

Submitted by anonymous user: [50.131.193.114]

Submitted values are:

--Contact 1--
First Name: Julie
Last Name: Kanagy
Street Address: 6010 Valley Dr.
Street Address Line 2:
City: Felton
Postal Code: 95018
State/Province: CA
Phone Number: 4153089684
Email: juliekanagy@gmail.com

Comments:

Dear California State Parks,

Thank you for the opportunity to comment on the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). Your efforts to promote multi-use trails are much appreciated. I am writing to simply express my support to allow mountain biking on more trails wherever appropriate. It is good to see that a detailed analysis has been done on multi-use conflicts, and has concluded that incidents are rare. Secondly, I also urge you to consider ways to prevent this process from over-analyzing what is required to change an existing trail into a multi-use trail. Trails can remain sustainable, blend well into the environment and do not need to become dirt highways merely to accommodate cycling use. A consequence of making trails "easier" for mountain bikers (as well as making only wide fire roads available for cycling) is that we may travel faster and hence more dangerously. However, we travel at slower speeds and ironically enjoy trails more when they retain their rugged character and natural beauty.

P333-1

Regards,
Julie Kanagy

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12511

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P334

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#ci#FkuW#FbndqjdvC krwp dlifrp %

Sent: Wxhvgd|#Qryhp eh#5:#5345#5-79#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 15:46

Submitted by anonymous user: [208.184.221.212]

Submitted values are:

--Contact 1--
First Name: Chris
Last Name: Kangas
Street Address: 752 Terrazzo Dr.
Street Address Line 2:
City: San Jose
Postal Code: 95123
State/Province: CA
Phone Number: 408-605-6856
Email: c_kangas@hotmail.com

Comments:

Hello,

Thanks for taking the time to solicit comments on this topic. As a frequent parks user, and a CA state parks volunteer, I would like to encourage you to use the PIER to make more trails available to cyclists. It has been my consistent experience that multi-use can and does work in the state parks system, and many of the trails that are not currently multi-use could be opened to cyclists with little to no adjustment to the trails themselves. It is easy to get into the mindset that every conceivable conflict should be planned for and potentially mitigated through costly and time consuming trail changes or features. This not only introduces likely unnecessary delays into the process, but it also comes with a potentially staggering monetary cost that the state is in no position to absorb. Trail conflict itself is often overblown and exaggerated by those who seek to exclude others from trails. In parks where multi-use is the de-facto standard, the vast majority of users get along just fine, without feeling the need to pin their lack of enjoyment on others. The vast majority of trails within the CSP system have never been specifically or significantly altered for multi-use, and they are no worse for the wear. Also, by having more miles of trails open to bikes, users will be more dispersed, decreasing the chance of conflict.

P334-1

I'd also like to point out that a well designed and open trail system can and will draw users, even in this era of ever decreasing interest in the outdoors and physical activity. Our youth need an outlet other than computers and the internet, and bikes have been one of the few tools that have proven successful in getting kids outdoors. As these children get older, they need safe places to ride that give them exposure to the outdoors, so that these future voters can wrap their heads around what they will ultimately be asked to support via their tax dollars.

P334-2

In summary, I urge you to consider using the PIER to increase the trail access for bicycles in the state parks system.

Thank you,

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

Statewide Trails

Page 2 of 2

Chris Kangas
v837
Gavilan Sector

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12797>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P335

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rh#mhd|vc urdguxqghuifrp #

Sent: Vdwxgd|#Qryhp eh#:#5345#3-84#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 11:51

Submitted by anonymous user: [142.129.135.236]

Submitted values are:

--Contact 1--
First Name: Joe
Last Name: Keays
Street Address: 1355 Corte De Primavera
Street Address Line 2:
City: Thousand Oaks
Postal Code: 91360
State/Province: CA
Phone Number:
Email: jkeays@roadrunner.com

Comments:

Thanks for reading my note and your efforts.

Please do everything in your power to sustain open spaces and trails. I support Stephen Messer as one of our leaders in protecting and building multi-use trails for our communities.

Our open spaces and trails serve so many needs to thousands of residents to stay healthy, appreciate the beauty of our wild life and plants, sustain and promote clean air and water and explore new and fun places away from the hussle and bussle of our everyday work lives.

Thanks for reading

I love the concept of the RIM of the VALLEY loop trail.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12430>

P335-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P336

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Eudq#en748;C jp dlfpr #

Sent: Wxhvgd|#Qryhp eh#5:#5345#8=34#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:01

Submitted by anonymous user: [96.38.188.8]

Submitted values are:

--Contact 1--
First Name: Brian
Last Name: Kelly
Street Address: PO BOX 10421
Street Address Line 2:
City: ZEPHYR COVE
Postal Code: 89448-2421
State/Province: NV
Phone Number: 6177219846
Email: bk4158@gmail.com

Comments:

Thank you, CSP, for the opportunity to make comments regarding the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR).

As a cyclist, hiker, and CA state park trail user, I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I understand that the trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thank you for your time and attention to our parks and my comments.

Sincerely,
Brian Kelly

P336-1

P336-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12866>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P337

Multi-use Trails

Page 1 of 1

Multi-use Trails

Map hv#Nhgqh|#^franhqC yhu|,rq1qhw*#

Sent: P rggd|/Qryhp eh.#59/#5345#=#7:#SP #

To: FHTD#QVF#

CC: P du|#Dqq#Z hewhu#p dz hevhu4<;7C vefjareddqhw*

To CA State Parks: As a long-time hiker in the Santa Monica Mountains, about 40 years, I have seen the increase in the popularity of mountain biking. Bicyclists, for the most part, are courteous and thoughtful. I bear them no ill will. However, it is an impossibility, for cyclists and hikers to co-exist safely on hiking trails. More than once I have narrowly avoided being hit or forced to quickly move off trail. I am physically fit, so it is usually not a problem. However, as I get older, I expect that my reaction time will be less than now; my safety and that of many others, especially children, will be compromised. Please do not expand the multi-use definition to include cycling on narrow trails! Sincerely, James Kenney, Pacific Palisades, CA.

P337-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P338

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#ci#Nhw#^nnhqz rwk |C jp dlfirp #

Sent: P rggd|/Ghfrp eh#B6/#345#9-5;#SP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 19:28

Submitted by anonymous user: [204.195.66.43]

Submitted values are:

--Contact 1--
First Name: Keith
Last Name: Kenworthy
Street Address: 1494 Foxridge Circle
Street Address Line 2:
City: Auburn
Postal Code: 95603
State/Province: CA
Phone Number: 5302173303
Email: kkenworthy@gmail.com

Comments:

Thank you for the opportunity to to comment on the draft program EIR. I am an avid mountain cyclist who uses the trail system in the Auburn Recreation Area. I appreciate that California State Parks has taken major steps to promote multi-use trails, and I urge the CSP to use the PEIR to provide much needed trail opportunities for cyclists. It is apparent to me that the multi-use trail system in Auburn is a success for all users.

I do not belive existing trails will need to be altered to allow multi-use. There are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. This would be an unnecessary cost and would possibly lessen the character of the trails.

Trails should be kept as natural as possible. They are designed to showcase the parks natural features and are a large reason why people visit the parks in the first place.

P338-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13287

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rjhu#urjhunhuqC hdukdqnlqhw#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#15-8; #EP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 13:58

Submitted by anonymous user: [63.249.84.140]

Submitted values are:

--Contact 1--
First Name: roger
Last Name: kern
Street Address: 102 sunset terace
Street Address Line 2:
City: scotts valley
Postal Code: 95066
State/Province: CA
Phone Number: 831 438 1743
Email: rogerkern@earthlink.net

Comments:

I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. It appears that both young and older citizens are rediscovering the joys of bicycling and finding a very healthful activity. In many respects it takes the mobility and improved speed of a bicycle over walking to allow visitors to access the many more remote areas of our state parks. When trails are not routed down the "fall line" of climbing areas, there is no significant damage caused by bicycle tires so it seems that these trails could be opened without additional review or alterations. Our youthful population is in need of healthy outdoor activities to counteract the attractions of excessive videogame activity and the increase of the obesity problem. Please consider making more of the state park trails available for multiuse.

P339-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13063

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P340

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Qdw#qdwlgghuC frp fdwlgqhw#

Sent: Vxqgd|/Qryhp eh#; #5345#-33#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 14:00

Submitted by anonymous user: [76.126.102.57]

Submitted values are:

--Contact 1--
First Name: Nat
Last Name: Kidder
Street Address: 32 Creek Rd.
Street Address Line 2:
City: San Anselmo
Postal Code: 94960
State/Province: CA
Phone Number: 4154972554
Email: natkidder@comcast.net

Comments:

Dear CA State Parks,
I would like to see more opportunities for mt. biking on narrow, single track trails in our state parks. Thank you.

P340-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12500>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P341

Statewide Trails

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Statewide Trails

lqrc l p edlfrp #^lqrc l p edlfrp %rq#ehkdc#ci#Dclq#^dunlp huC jp dclfrp %#

Sent: Vdwxgd|/Qryhp eh# : #5345#5-5; #SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 15:28

Submitted by anonymous user: [71.130.208.215]

Submitted values are:

--Contact 1--
First Name: Alan
Last Name: Kilmer
Street Address: 4807 Beck Ave #3
Street Address Line 2:
City: North Hollywood
Postal Code: 91601
State/Province: CA
Phone Number: 818-636-8553
Email: arkilmer@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P341-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P341-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12443

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ci#P hh#^P nlp 99C |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#49#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:16

Submitted by anonymous user: [76.176.192.37]

Submitted values are:

--Contact 1--
First Name: Mike
Last Name: Kim
Street Address: 4368 point Reyes ct
Street Address Line 2:
City: Carlsbad
Postal Code: 92010
State/Province: CA
Phone Number: 7605797390
Email: Mkim66@yahoo.com

Comments: I'll skip the canned stuff and get to the point. Mountain bikers are rapidly outnumbering other user groups and need more trail access and recognition. Your help in reaching this will be appreciated for years to come. Thanks.

P342-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12897>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp \#q#ehkddr#Eudq#d75nufhuC jp dlfrp \#

Sent: Wxhvvd|/Qryhp eh#5:/#5345#8=67#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:34
Submitted by anonymous user: [207.126.248.6]
Submitted values are:

--Contact 1--
First Name: Brian
Last Name: King
Street Address: 6147 Running Springs Rd
Street Address Line 2:
City: San Jose
Postal Code: 95135
State/Province: CA
Phone Number: 4082560884
Email: a42kracer@gmail.com

Comments:
Thank you for the opportunity to make comments.

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P343-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P343-2

Sincerest regards,

Brian King

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12883>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P344

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rkq#rkqnljvexu|7C jp dlfpr #

Sent: Wxhvgd|#Qryhp eh#53/#5345#4-8;#DP #

To: PHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 12:58

Submitted by anonymous user: [205.225.157.1]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Kingsbury
Street Address: 9704 Greensboro Circle
Street Address Line 2:
City: Sacramento
Postal Code: 95827
State/Province: CA
Phone Number: 916-340-4977
Email: johnkingsbury4@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P344-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P344-2

Thank you

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12592

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P345

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#p dun#p dunC if0fsd1frp #

Sent: Tuqj|/Qryhp eh#9/#5345#4=8<#DP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 12:59

Submitted by anonymous user: [173.164.173.249]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Kintz
Street Address: 483 Carmel Avenue
Street Address Line 2:
City: Marina
Postal Code: 93933
State/Province: CA
Phone Number: 831-883-0815
Email: mark@fc-cpa.com


Comments: Thank you for engaging the PEIR process. Close to home I think that more of the trails in Big Sur State Park and Molera State Park might be reconsidered for multi-use. The terrain does not lend itself toward the "gravity" type user who in other circumstances might negativley impact the majority of users (hikers). My wife and I recently camped in the area, rode all of the legal-open trails and came away wishing for more. As for Molera, the trails within 15 minutes walking distance of the parking area are heavily used, but once away from the main beach destination traffic of any kind diminshes with distance. This is why I think more "away" trails would have minimal impact. Thanks for listening.

P345-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12270

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P346

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Jim Kurstein

Mailing Address 214 Keller Cir, Folsom CA 95630

Email Address jimkurstein@earthlink.net

Comments after project is implimented there
needs to be an evaluation of the result
to be sure it met the original project goals and
has not created new problems

Meeting Date 11/3/12

P346-1

P347

California State Parks Road and Trail Change-in-Use Evaluation Process

Page 1 of 1

California State Parks Road and Trail Change-in-Use Evaluation Process

mailto:clm@cspparks.com

Sent: Tuesday, February 14, 2012 10:34 AM

To: clm@cspparks.com

We respectfully request that you do not put into place a change in use adding mountain bikes as a permitted use on Park trails in California. Some of the reasons are as follows:

- 1) Bikes on trails with hikers/horses are inherently dangerous, a big public safety issue causing injury or death to other traditional users. P347-1
 - 2) Adding mountain bikes to trails drive other users to abandon that trail due to safety and quality of life issues, thereby creating an exclusively mountain bike trail. P347-2
 - 3) Mountain bikes are not containable to one trail, and it is unenforceable by Rangers/police. P347-3
 - 4) User conflict increases P347-4
 - 5) Huge environmental damage to trail, making it more expensive for Parks to maintain P347-5
 - 6) Bikes are an **extreme** sport needing their own areas. P347-6
- Thank you for considering our view.

Joan and Ingolf Klengler
 1426 Randall St
 Glendale CA 91201
 klengler@sbcglobal.net

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P348

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Dqgundv#dnqrhinc jp dlfrp #

Sent: Vdwxgd|#hfrp eh#4/#5345#7-5<#P #

To: FHTD#QVF#

Submitted on Saturday, December 1, 2012 - 17:29

Submitted by anonymous user: [76.247.177.201]

Submitted values are:

--Contact 1--
First Name: Andreas
Last Name: Knoefel
Street Address: 1775 Milmont Drive
Street Address Line 2: R308
City: Milpitas
Postal Code: CA
State/Province: CA
Phone Number: 408-910-0397
Email: aknoefel@gmail.com

Comments:
Hello CSP,

thank you for maintaining our State Parks for all sorts of recreational
activities and Nature preservation. My family and I take advantage of the
many options you offer for hikes and beach trips.

I switched several years ago from Road Biking to Mountain Biking because of
the danger of belong a cyclists on California roads. I am therefore pleased
to see that you consider access to previously closes areas to Mountain
Bikers. While there are some reckless ones in each crowd, I see Mountain
Bikers as mostly considerate to Nature, animals, and people, and such an
expansion would provide further access of the riches our parks have to offer
to all of us.

Thnak you again for your consideration.

Warm regards,
Andreas Knoefel.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13222

P348-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P349

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rvkxd#mnp sdC jp dlfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#7=45#EP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:12
Submitted by anonymous user: [206.169.160.190]
Submitted values are:

--Contact 1--
First Name: Joshua
Last Name: Kompa
Street Address: 19605 Agria Way
Street Address Line 2:
City: Trabuco Canyon
Postal Code: 92679
State/Province: CA
Phone Number: 949-315-9376
Email: jkompa@gmail.com

Comments:
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

Also keep in mind that many mountain bikers would be willing to help maintain trails if we only were guaranteed more riding opportunities throughout parks on more trails.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12839>

P349-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P350

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#P dun#p dun{nrydfLFC |dkrrlfrp #

Sent: Prqgd|/Ghfrp eh#B6/#5345#:35#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 20:02

Submitted by anonymous user: [184.8.11.78]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Kovacic
Street Address: 367-175 Hidden Hills Dr
Street Address Line 2:
City: Susanville
Postal Code:
State/Province: CA
Phone Number: 5302495545
Email: markxkovacic@yahoo.com

Comments: Please designate some trails in california state parks as mountain bike accessible.

P350-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13288>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Wwhy#Nrz 7C krwp dldfrp #

Sent: Vdwxgd|#ghfnp eh#4/#5345#5-74#5P #

To: FHTD#QVF#

Submitted on Saturday, December 1, 2012 - 15:41

Submitted by anonymous user: [67.188.66.159]

Submitted values are:

--Contact 1--
First Name: Steve
Last Name: Kowaleski
Street Address: 90 coral
Street Address Line 2:
City: Orinda
Postal Code: 94563
State/Province: CA
Phone Number: 510-849-1744
Email: Kow4@hotmail.com

Comments: Yes I think mt bikes should be allowed on more trails. Oakland parks have multiuser trails and it works. I am a walker, trail runner and mt biker, so have experienced various sides of the issue. Most people are respectful of multiuser trails. In fact most problems I have encountered have been with poorly controlled dogs.

P351-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13216>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkdc#ci#P dnr#p dnrhndp huc jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#6-5<#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:29

Submitted by anonymous user: [208.185.20.22]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Kramer
Street Address: 575 Seastorm Drive
Street Address Line 2:
City: Redwood City
Postal Code: 94065
State/Province: CA
Phone Number: 650-576-2057
Email: markekramer@gmail.com

Comments:
To whom it concerns:

Firstly, I'd like to thank you for the opportunity to provide comments. My family regularly uses Cal State Parks -- we love the Cal Parks and consider them an extremely valuable resource. I love to mountain bike with my sons - it gives us the opportunity to bond and enjoy nature all within the constructs of a healthy activity. Additionally, opportunities to mountain bike within state parks would be a huge win for my family, providing a great experience for my children and a way to create a foundation for their respect of the environment. I have spent much time explaining to my children and other riders that we all need to share the trails and avoid conflict with other users. To that point, as a regular user of regional trail systems, I have never encountered any issues between hiker and cyclists. Please give access to cyclists!

P352-1

Best,
Mark Kramer

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12813

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P353

Change-In-Use Evaluation

Page 1 of 1

Change-In-Use Evaluation

mkq#urvw#mkq1urvwC |dkrr1frp '#

Sent: Wxhvqd|/d r yhp eh#5 : /#5345#,-54#DP #

To: FHTD#QVF#

To: Environmental Coordinator, California Dept. of Parks and Recreation
From: John Kross

Subject: State-wide Change-in-use for trails , evaluation process that is now taking place

Dear Coordinator:

I am writing to express my objection to the presence of mountain bikes on single track California trails. As a frequent hiker, I often find myself in "no bikes allowed" trails hastily stepping aside to give way to a mountain biker who makes little effort to slow down as they approach me. And these are the bikers that defy the "no bikes" signs. A Change-in-Use Evaluation Process could result in many more mountain bikes on many more narrow trails. In my view and the view of many of my peer hikers, the presence of mountain bikes on narrow trails is dangerous.

P353-1

Yours truly,

John Kross

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P354

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Gduhg#nxkvngduhc yhu}rq1qhw#

Sent: Vdwxgd|#ghfnp eh#4/#5345#6-37#P #

To: FHTD#QVF#

Submitted on Saturday, December 1, 2012 - 16:04

Submitted by anonymous user: [71.109.145.246]

Submitted values are:

--Contact 1--
First Name: Darrel
Last Name: Kuhse
Street Address: 2204 Cedar Ridge Court
Street Address Line 2:
City: Oxnard
Postal Code: 93036
State/Province: CA
Phone Number: 805-208-7190
Email: kuhsedarrel@verizon.net

Comments:

Thank you CSP for the opportunities to comment on PEIR. As a mountain bike rider that frequently rides the trails in Point Mugu State Park, I'm one who hugely appreciates the trail access there. I know that I'm not alone in this feeling, as the park is often visited by a significant number of campers, hikers, equestrians and bicyclists. The park is a wonderful asset to Ventura and Los Angeles County recreationalists. There are a number of trails in the park that are currently off limits to bicyclists that many of us would very much like to be able to ride our bicycles on. One of them is Coyote trail. Please consider opening this trail to bicyclists at PMSP. I understand that a portion of the park is adjacent to designated wilderness, and that PEIR wouldn't apply to the trails there.

P354-1

Best Regards,
Darrel Kuhse

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13218

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkda#ci#rkq#rkq|nz rnc krwp dbfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#34#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:01

Submitted by anonymous user: [142.129.140.79]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Kwok
Street Address: Green Heath Place
Street Address Line 2:
City: Thousand Oaks
Postal Code: 91361
State/Province: CA
Phone Number:
Email: johnnykwok@hotmail.com

Comments: We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. Thank CSP for the opportunity to make comments. And keep up the good work!

P355-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12969>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#fhgdu#fhgdu|hvc |dkrrlfrp `#

Sent: Vdwxgd|/Qryhp eh#: #5345#4-83#P#

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 00:50

Submitted by anonymous user: [24.5.196.192]

Submitted values are:

--Contact 1--
First Name: Cedar
Last Name: Kyes
Street Address: 5201 Victor Ave
Street Address Line 2:
City: Richmond
Postal Code: 94804
State/Province: CA
Phone Number: 5039705050
Email: cedarkyes@yahoo.com

Comments: Please let us ride bikes in the parks. We promise to take excellent care of the trails and help maintain them for all user groups to enjoy! Thank you for this opportunity to participate in the discussion.

P356-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12473>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

lqrC p edlfrp #lqrC p edlfrp #rq#hkdc#ci#wxqj#^w;3C krwp dldfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#4=3<#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 00:09

Submitted by anonymous user: [24.6.225.111]

Submitted values are:

--Contact 1--
First Name: Trung
Last Name: Lam
Street Address: 3440 Walnut Ave
Street Address Line 2:
City: Fremont
Postal Code: 94538
State/Province: CA
Phone Number: 510-487-4110
Email: tl_80@hotmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P357-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P357-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12537

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P358

Comment on Draft CEQA: Shared Use by Hikers, Mountain Bikers, and Equestrians

Page 1 of 1

Comment on Draft CEQA: Shared Use by Hikers, Mountain Bikers, and Equestrians

brent lamb [brent.c.lamb@gmail.com]

Sent: Tuesday, October 16, 2012 12:00 PM

To: CEQA NSC

Dear California State Parks Planners,

I am a hiker, mountain biker, and equestrian in SAMO.

I also patrol SAMO as Unit Coordinator of the Mounted Volunteer Patrol. During the last four years, I have logged more than 6,000 miles of patrol in this area.

As a result of my extensive experience on the multi-use trails in SAMO, I have concluded that mountain biking as practiced by the majority of participants is inherently incompatible with hiking and horseback riding on anything narrower than a fire road than can accommodate two vehicles. Pinch points do not work because they only slow down the mountain biker at that point. Bikers can and do immediately resume travelling at a high rate of speed.

P358-1

In addition, because of the genetically programmed flight response of the equine, a mechanical vehicle passing within a perceived striking distance at any speed can trigger an involuntary flight response, e.g. jumping, spinning and/or running away in the opposite direction.

P358-2

In my experience the only situations where all three activities are compatible are those where trail width is sufficient to allow at least an 8 foot separation, coupled with a speed limit of 10 mph. These figures are derived from 6,000 miles of observation of horses, hikers, and mountain bikers passing one another in both the same and opposite directions. I am not aware of any field studies that are as extensive as these direct observations while carrying out official duties as a Mounted Volunteer Patrol Member.

P358-3

Examples of acceptable shared use are Craggs Road in Malibu Creek SP, and Sycamore Canyon Fire Road in Pt. Mugu SP.

P358-4

Thank you for the opportunity to provide this commentary.

Sincerely,

Brent C. Lamb, B.S., MBA
Unit Coordinator, Mounted Volunteer Patrol

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Eurrnv#feurrnvlop ehwC jp dlfrp #

Sent: Prqgd|/Qryhp eh#59/#5345#4=78#DP #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 12:45

Submitted by anonymous user: [68.189.76.173]

Submitted values are:

--Contact 1--
First Name: Brooks
Last Name: Lambert
Street Address: 217 Florence Dr
Street Address Line 2:
City: Aptos
Postal Code: 95003
State/Province: CA
Phone Number: 8315314035
Email: brooks.lambert@gmail.com

Comments:

I appreciate that this has been given serious review and that the State Parks are adapting and evolving as interests change. Mountain bikes are a HUGE part of our families life and we ride on a regular basis. We have been disappointed at the less than supportive stance taken related to mountain biking vs. other trail traffic. I full support the suggested changes and look forward to seeing real progress towards making more trails open to mountain biking.

P359-1

Best Regards,

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12717

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P360

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Mii#niC op sshwifrp #

Sent: TuJd|#Qryhp eh#9/#5345#-8: #EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:57

Submitted by anonymous user: [75.45.3.240]

Submitted values are:

--Contact 1--
First Name: Jeff
Last Name: Lamppert
Street Address: PO Box 5787
Street Address Line 2:
City: Tahoe City
Postal Code: 96145
State/Province: CA
Phone Number: 530 5810300
Email: jeff@lamppert.com

Comments:

I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
And I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.
Thanks for the chance to comment.

P360-1

P360-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12346

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P361

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dqf#flqhp dflqhc jp dlfpr #

Sent: Vdwxgd|/Qryhp eh#: #5345#4=3<#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 11:09

Submitted by user: cinemachine

Submitted values are:

--Contact 1--
First Name: Lance
Last Name: Laspina
Street Address: 4089 Liberty Canyon Road
Street Address Line 2:
City: Agoura Hills
Postal Code: 91301
State/Province: CA
Phone Number:
Email: cinemachine@gmail.com

Comments:

First I'd like to thank you for allowing us the opportunity to make comments regarding the addition of mountain bikes on existing state park trails.

As an avid mountain biker, of course I would love to see the addition of mountain bike specific trails added to our network (with bermed corners and other fun trail features), but I would be very happy if certain trails that currently ban mountain bikes were reconsidered for multi-use. I am particularly interested in certain portions of the backbone trail which don't currently see much activity at all and would make for great mountain biking, specifically located between Old Topanga up to Saddle Peak, and from Stunt down to Piuma.

P361-1

One way of managing these trails so that ALL user groups are happy would be to adopt the policy used in many other parks throughout the country; mainly alternate trail days. In effect, hikers and equestrians could use these trails on even numbered days and mountain bikers on odd numbered days. It is a very easy policy to follow and would insure there are no "hostile" encounters between user groups. Please contact trail management in other areas of the State (Lake Tahoe for one) and country to gather feedback on how well this idea works.

P361-2

And just one final suggestion on adding mountain bike specific trails if I may. Currently there are none that exist in our entire Santa Monica Mountain range. Each and every year, more and more people are taking up mountain biking in So Cal which means the chances of unfortunate "trail user encounters" will likely continue to increase on multi-use trails.

P361-3

However, if mountain bike specific trails were constructed where mountain bikers could congregate and have fun without having to worry about encountering a hiker or equestrian, then everyone would be much happier as it will move mountain bikers off of multi-use trails. Please give this serious consideration.

Thanks once again very much for taking the time to read and consider our

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

Statewide Trails

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comments.

Best wishes,

Lance Laspina

| P361-3
| cont'd

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12433>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ri# duf#p fchC jp dlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#-5<#EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 20:29

Submitted by anonymous user: [206.190.72.205]

Submitted values are:

--Contact 1--
First Name: Marc
Last Name: Laurent
Street Address: 13036 Cayote Ave
Street Address Line 2:
City: San Diego
Postal Code: 92129
State/Province: CA
Phone Number: 8584840135
Email: mlclbe@gmail.com

Comments: This message is to support the increased access of mountain bikes to the State Park system, via designation of multi-use trails. Having recently traveled to Colorado (Durango area) I witnessed first hand the positive effective use of such multi use trail, on a large scale. With most parks in the area having multi use trail, the number of park visitor was clearly very high, including many mountain bikers.

P362-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12394>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Dqh#kredfnc jp dlfpr #

Sent: Vdwxgd|/Qryhp eh#:#5345#-58#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 20:25

Submitted by anonymous user: [50.131.209.199]

Submitted values are:

--Contact 1--
First Name: Lane
Last Name: Lawrence
Street Address: 93 Cambridge Hts
Street Address Line 2:
City: Novato
Postal Code: 94947
State/Province:
Phone Number:
Email: jhoback@gmail.com

Comments:

Hi, I sure appreciate the opportunity to comment on the mountain bike initiative that would enable some trails to be opened for mountain biking. I am a road biker, mountain biker and hiker. I feel that is long over due to allow mountain bikers more trail access. There should be equal or almost equal opportunities for the bikers to enjoy California State Parks. I do not feel that it is right to have shaveuch a disproportionate amount of trails available for bikers as there is for hikers. Thank you, Lane Lawrence

P363-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12464

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#i#Urvw#ueaz vq5333C |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-8<#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:59

Submitted by anonymous user: [208.54.39.175]

Submitted values are:

--Contact 1--
First Name: Ross
Last Name: Lawson
Street Address: 109 N 5th St Apt B
Street Address Line 2:
City: Alhambra
Postal Code: 91801
State/Province: CA
Phone Number: 6262366232
Email: rblwsn2000@yahoo.com

Comments:

Thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P364-1

P364-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12921

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#cheruk#gol(djxhc hdukdnp1qhw#

Sent: Tuqj|#Qryhp eh#9/#5345#9-55#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 18:22

Submitted by anonymous user: [69.106.220.16]

Submitted values are:

--Contact 1--
First Name: Deborah
Last Name: Laxague
Street Address: 10239 Weber Lane
Street Address Line 2:
City: Grenada
Postal Code: 96038
State/Province: CA
Phone Number: 530-859-3021
Email: dlaxague@earthlink.net

Comments:

Thank you for this opportunity to comment on the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). I am much encouraged that CSP is interested in promoting multi-use trails and I hope you will use the the PEIR process to provide much-needed trail opportunities for cyclists.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. There are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

Thank you for your consideration of my comments.
Deborah Laxague

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12377

P365-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P366

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dy#gbd}}duqC krwp dlfrp `#

Sent: Wxhvgd|#hfhq eh#7/#5345#7-56#EP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 17:23

Submitted by anonymous user: [98.102.158.196]

Submitted values are:

--Contact 1--
First Name: david
Last Name: lazzarini
Street Address: del ganado rd
Street Address Line 2:
City: san rafael
Postal Code: 94903
State/Province: CA
Phone Number:
Email: d_lazzarini@hotmail.com

Comments:

Thank you for allowing the public to participate in the change in use process.

I am an avid outdoors person, with my main access to the outdoors being a mountain bike.

It is refreshing to see the state park attempt to reign in the miss-use of the CEQA process, to block fair access to trails.

I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such.

P366-1

P366-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

Statewide Trails

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They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

In closing, I support any part of the plan that will give mountain bikes greater access to narrow trails.

Sincerely
David Lazzarini

P366-2
cont'd

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13349>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

lqrc l p edlfrp #lqrc l p edlfrp #rq#hkdc#ci#Ulkduq#^chluflkduq|C jp dlfrrp #

Sent: Vxqgd|/Qryhp eh# ; #5345#; -7<#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 20:49

Submitted by anonymous user: [76.175.138.15]

Submitted values are:

--Contact 1--
First Name: Richard
Last Name: Lee
Street Address: 5221 Comercio Ave.
Street Address Line 2:
City: Woodland Hills
Postal Code: 91364
State/Province: CA
Phone Number: 310-936-5850
Email: lee.richard.y@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P367-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P367-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12520

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Dof#^doflqw)C jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-64#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:31

Submitted by anonymous user: [166.137.209.42]

Submitted values are:

--Contact 1--
First Name: Alec
Last Name: Lentz
Street Address: 219 Montana Ave unit 206
Street Address Line 2:
City: Santa Monica
Postal Code: 90403
State/Province: CA
Phone Number: 1 (925) 212-9630
Email: alec.lentz@gmail.com

Comments:

Please make it easier for state park trails to be opened to mt bikes. It is a healthy non-motorized sport that does no more potential damage than hikers, and far less than equestrians.

P368-1

Thanks,
Alec

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12957>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P369

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ndw#MUNdw:C jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-#65#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:32

Submitted by anonymous user: [68.111.71.244]

Submitted values are:

--Contact 1--
First Name: Kato
Last Name: Leong
Street Address: 48 Seasons
Street Address Line 2:
City: Irvine
Postal Code: 92603
State/Province: CA
Phone Number: 714-240-5868
Email: Jr.Kato7@gmail.com

Comments:

I have been riding the mountain trails throughout Southern CA for the past 7 years. I have befriended hundreds of other mountain bikers who share my same passion for riding. We all respect the land and are good stewards to protect it and its wildlife.

We encourage the continued access to the trails and if granted further access that was once unavailable, we will continue to uphold a reverence for our beautiful wild space.

Kato

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12938>

P369-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#ci#Dqguhz #dqz dxqjC jp dlfrrp #

Sent: Wxhvgd|#Qryhp eh#53/#5345#3-67#DP #

To: FHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 11:34

Submitted by anonymous user: [137.69.117.61]

Submitted values are:

--Contact 1--
First Name: Andrew
Last Name: Leung
Street Address: 3002 Ferndale Ct
Street Address Line 2:
City: Pleasanton
Postal Code: 94588
State/Province: CA
Phone Number: 8054535084
Email: anwleung@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P370-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P370-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12590

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#ehkdd#i#Sdxof#snehqehujC hdukdymqhw#

Sent: Wxhvgd|/Qryhp eh#53/#5345#-4<#DP #

To: FHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 10:19
Submitted by anonymous user: [38.77.194.133]
Submitted values are:

--Contact 1--
First Name: Paul
Last Name: Liebenberg
Street Address: 96 Pan Tempo Way
Street Address Line 2:
City: Hollister
Postal Code: 95023
State/Province: CA
Phone Number: 8319703732
Email: pliebenberg@earthlink.net

Comments:
Thank you for providing the public the opportunity to comment on the proposed PEIR; this is long overdue as the CSP lags far behind other land use managers in providing sustainable recreation trails for all users. There are trail projects in several parks local to me that have been held up 10 to 20 years due to the bureaucratic process. The California taxpayer deserves better than this as do all park visitors.

In general I feel that the Draft PEIR is constructed in a positive manner; there are a couple issues I'd like to point out in this submission:

One); the flowchart shown in Exhibit 3-2 has a balloon "Gather input from local trail user..." which comes only AFTER the CSP has decided whether or not to proceed with a project. Is this just a graphic artist's goof or is this truly how this process will be handled? I believe that input from the public should be considered at every step of the process; not just once part way through.

Two); The PEIR relies on the CSP "Trails Handbook"---this document is very outdated when it comes to sustainable trails especially when usage by Mountain Bikes is considered. Even though this document has the proviso in its introduction "It is not intended to be used as a universal guide..." it is currently being used by some Park Districts as a "hard and fast" standard to build Multi-Use Trails which are far more elaborate than they need to be. Not only does this elaboration substantially add to the financial cost of building trails it results in the environmental cost of double or triple the amount of soils and vegetation impacted. This could be addressed by simply adding the IMBA's "Trail Solutions" as a reference within the "Trails Handbook".

Sincerely,
Paul Liebenberg

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12587>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#r#gdylg#gdylg|dhehuc |dkrrlfrp #

Sent: Vdwxgd|/Qryhp eh#: #5345#-4: #SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 18:17

Submitted by anonymous user: [24.113.188.8]

Submitted values are:

--Contact 1--
First Name: David
Last Name: Liebert
Street Address: 275 Daniels Dr.
Street Address Line 2:
City: Auburn
Postal Code: 95603
State/Province: CA
Phone Number: 5308892710
Email: david.liebert@yahoo.com

Comments:

Thank you for opening up the conversation and possibility of opening up more multi-use trails. It has been my experience that having multi-use trails including bicycles will help promote more families to get outdoors to exercise. The trails that I use see a mix of users and this has helped the economy as restaurants, stores, and businesses have benefitted from the visitors. Cyclists often spend the greatest amount of time with trail maintenance which includes falling trees and cutting back poison oak. This makes the trails safer for all users.

Thank you for your time, and I hope the public and the state parks can work together to open up more trails.

David Liebert

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12455>

P372-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqirC p edlfrp #lqirC p edlfrp #

Sent: Prqgd|/Qryhp eh.#59/#5345#-63#P #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 19:30

Submitted by anonymous user: [99.27.203.62]

Submitted values are:

--Contact 1--
First Name: skip
Last Name: lobb
Street Address:
Street Address Line 2:
City: aptos
Postal Code: 95003
State/Province: CA
Phone Number:
Email:

Comments: The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P373-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12723>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#U|dq#u|dqC p wdp elnhvfdp s1frp #

Sent: Tu3d|/Qryhp eh#3/#5345#5=66#P #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 13:33

Submitted by anonymous user: [71.198.240.141]

Submitted values are:

--Contact 1--
First Name: Ryan
Last Name: Loften
Street Address: 52 Molino ave
Street Address Line 2: 52 Molino ave
City: mill valley
Postal Code: 94941
State/Province: CA
Phone Number: 415 3779075
Email: ryan@mttambikescamp.com

Comments:
Hi Kirsten,

This cause is very important to me and the future of our Parks. The issue of how to share trails has been going on as long as Mountain Biking has been around. At this point many hikers, bikers and equestrians are fed up with each other which causes great difficulty when it comes to compromise. I am a biker and a hiker so I can see two sides of this issue. When you look at how many trails there are in Marin County, Mountain Bikers do not have many choices when it comes to single track trails. This leads to some bikers riding trails that are illegal and conflict with hikers who encounter riders on these trails. Being a hiker I know that it is not fun to have a seemingly out of control mountain biker surprise you on a trail, but also being a mountain biker I know how much control I have when I am riding.

The long and the short of it is education and compromise. There are places all of this country and the world where hikers and bikers get along and share trails. The fact that we have issues doing this in Marin should be disappointing to everyone. Here are just a few suggestions that would help both parties.

Some hikers need to understand that many of the younger people using our open space on a regular basis are on bikes. These are the same people who will fight to protect this open space as adults. By encouraging their responsible use of our parks we help ensure the future of our parks. If hikers are aware that hiking a shared use trail means the possibility of riders passing you, hikers can be better prepared to share the trail with cyclists. If some hikers can gain the perspective that most mountain bikers love the trails as much as they do, people can start to see that they really do enjoy the same thing in a different way.

If we can educate riders and teach them how to safely ride trails and diminish their impact on them, we can open up existing hiker only trails to them. This eliminates the high cost of building new trails specifically for bikes. Some bikers need to understand that trails are not a personal race course. In order to safely share trails and diminish their impact on the trails riders need to ride at a safe speed and avoid hard late braking that causes unnecessary erosion. By riding at a safe speed and slowing way down

P374-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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around blind corners and when passing hikers and horses mountain bikers can stay safe eliminate negative interactions with people using the trails.
This is really just about what we all learned in Kindergarten. Treat each other with patience and respect, we have more similarities than difference and sharing means caring. If we can let the conflict of the past go and focus on the future I am positive that we can find ways to successfully share these trails.

P374-1
cont'd

Sincerely,

Ryan Loften
Mt Tam Bikes Camp
Camp Director/Coach
www.mttambikescamp.com

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13151>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkdc#ci#luf#harkh@C jp dlfrp #

Sent: TuJd|/Qryhp eh#9/#5345#=-56#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:23

Submitted by anonymous user: [64.29.233.238]

Submitted values are:

--Contact 1--
First Name: Eric
Last Name: Lohela
Street Address: 314 E Figueroa St
Street Address Line 2: Apt B
City: Santa Barbara
Postal Code: 93101
State/Province: CA
Phone Number: 8054559314
Email: elohela@gmail.com

Comments:

Dear State Parks,

As a consistent user of CA State Parks, be it diving, hiking, or running, I want to thank you for promoting multi-use trails that could include cyclists. Looking at the last 30 years of trail use conflict there have been few incidents resulting from millions of trail interactions. With this in mind, I also encourage the State Parks not to over engineer trails that have worked well for many years already.

Many of the trails I enjoy in our Parks flow through the terrain, and I ask that you consider trails as features that are sustainably blended in to the landscape. They should not be seen as "attractions" where the State Code might limit their design, but as necessary and creative parts of the experience we all cherish in those places.

Thank you for your time,

Eric
Santa Barbara, CA

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12313

P375-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dvrg#mup eduC jp dlfrrp #

Sent: Tuqj|/Qryhp eh#9/#5345#5-48#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:15

Submitted by anonymous user: [50.13.171.18]

Submitted values are:

--Contact 1--
First Name: Jason
Last Name: Lombard
Street Address: 420 Katelyn Court
Street Address Line 2:
City: Exeter
Postal Code: 93221
State/Province: CA
Phone Number: 5598028138
Email: jrlombard@gmail.com

Comments: The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.

P376-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12279

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#ehkdd# #Mh# #dlorjC vefjredqghw#

Sent: Tue, 13 Nov 2012 10:53:45 -0800

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:15
Submitted by anonymous user: [76.126.107.80]
Submitted values are:

--Contact 1--
First Name: Joe
Last Name: Long
Street Address: 422 Cedar Hill drive
Street Address Line 2:
City: San Rafael
Postal Code: 94903
State/Province: CA
Phone Number: 415-578-2445
Email: j.a.long@sbcglobal.net

Comments:

Thank you very much for accepting input on this issue.
I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
I also welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. Mountain bikes have been added to trail networks everywhere, and driven the creation of trails nationwide, adding to local economies in ways that are likely not officially quantified yet substantial in nature.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P377-1

State Code (P.4.14-3) limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system, they facilitate access to the parks features. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P377-2

Thank you.
Joe Long

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12311>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkda#i#dy#^gdyaxgC p vq1frp #

Sent: Tu|d|/Qryhp eh#9/#5345#6-66#8P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:33

Submitted by anonymous user: [76.90.51.8]

Submitted values are:

--Contact 1--
First Name: david
Last Name: loudenback
Street Address: 8740 tuscanly ave
Street Address Line 2:
City: playa del rey
Postal Code: 90293
State/Province: CA
Phone Number: 310-721*6998
Email: davloud@msn.com

Comments:

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

It is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

State Code (P.4.14-3) limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are not just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P378-1

P378-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12359

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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lqrc lp edlfrp #^lqrc lp edlfrp #rq#ehkdc#ci#wrgg#vxp dq43C jp dldfrp #

Sent: Tu9d|#Qryhp eh#9/#5345#6=44#6P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:11
Submitted by anonymous user: [198.176.189.201]
Submitted values are:

--Contact 1--
First Name: Todd
Last Name: Luman
Street Address: 14738 Reedley St
Street Address Line 2:
City: Moorpark
Postal Code: 93021
State/Province: CA
Phone Number: 805-794-5579
Email: tluman10@gmail.com

Comments:

Dear CSP,
Thank CSP for the opportunity to make comments. I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P379-1

P379-2

Thank you,
Todd Luman

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12352>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P380

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkddr#Ghunn#gp ddn44C |dkrrlfrp #

Sent: Wxhvvd|/Ghfnp eh#7/#345#=#74#P #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 09:41
Submitted by anonymous user: [96.24.69.173]
Submitted values are:

--Contact 1--
First Name: Derek
Last Name: Maak
Street Address: 6435 Montego Court
Street Address Line 2:
City: San Jose
Postal Code: 95120
State/Province: CA
Phone Number: 408-398-3821
Email: dmaak11@yahoo.com

Comments:

As a frequent California State Park user I would like to thank California State Parks for the opportunity to present comments. I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

I volunteer on a frequent basis to conduct trail work and also support trail work financially. I would like to continue to provide this support in conjunction with actually being able to use designated mountain bike trails on a mountain bike and hiking trails while hiking. I observe and encourage everyone else to observe trail restrictions and posted guidelines.

P380-1

P380-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13323

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#iMkq#hp 7<p d{C |dkrrlfrlkn #

Sent: Wkxwgd|/Qryhp eh#5</#5345#44=75#5P #

To: FHTD#QVF#

Submitted on Friday, November 30, 2012 - 00:42
Submitted by anonymous user: [24.4.162.240]
Submitted values are:

--Contact 1--
First Name: John
Last Name: MacKenzie
Street Address: 3620 Madrone Drive
Street Address Line 2:
City: Lafayette
Postal Code: 9549
State/Province: CA
Phone Number: 6502241800
Email: jdm49max@yahoo.co.uk

Comments:
Dear State Parks Staff,

The California State Parks are a wonderful part of living in this state and I appreciate the Parks efforts to maintain and protect these areas.

I am a responsible cyclist who enjoys mountain biking in Mt. Diablo and other Bay Area state parks. I am a conscientious rider that respects the trails, wildlife and other users and am bringing up my sons to share this approach. I would welcome greater access to biking trails in State Parks. I have never seen any more negative impact on the trails that I frequent than induced by other types of users who have extended access, including horseback riders, cattle and hikers. As an indication of the non-negative impact of riding activities in my area, I see so much wildlife like deer, bobcats, coyotes, newts, and banana slugs on every ride in areas I frequent, that I cannot conclude that bike access to these areas causes undue damage. In my view, trails (for any use) only slightly affect a very small part of the landscape, which is often covered in deer trails already, and the benefit of having more people regularly using and supporting the parks through the access to trails far outweighs any possible negative impact. Also, having more trails open to any type of user reduces the traffic on any one trail.

I thank you for this opportunity to be heard with regards to trail access for bikers, and, regardless of the outcome of this consideration, I will continue to support the Parks, but I do appreciate efforts to increase access to law abiding, respectful park users.

Regards

J. Devin MacKenzie, Ph.D.
3620 Madrone Drive
Lafayette CA 94549

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13137>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P381-1

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#frw#vfrwkp dfnhq}hc jp dlfrp \#

Sent: Tuqj|/Qryhp eh#9/#545#=#: #EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:07
Submitted by anonymous user: [50.78.105.185]
Submitted values are:

--Contact 1--
First Name: Scott
Last Name: MacKenzie
Street Address: 480 Sea Horse Dr
Street Address Line 2:
City: La Selva Beach
Postal Code: 95076
State/Province: CA
Phone Number: 4242360974
Email: scotishmackenzie@gmail.com

Comments: Thank you very much for the opportunity to provide comments. Anything that can be done to encourage a broader group of users to use parks on a more frequent basis provides immense benefit both to the parks (support for funding, etc) as well as broader environmental issues. I hope that the PEIR process enables more multi-use trails in the short term and look forwarding to spending more time in the parks myself.

P382-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12304>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#ig#hgC h|hghqW|ji{lfrp #

Sent: Z hqghvgd|/Qryhp eh#; #5345#-34#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 10:01

Submitted by anonymous user: [108.0.156.84]

Submitted values are:

--Contact 1--
First Name: Ed
Last Name: Mackey
Street Address: 300 Frys Harbor Drive
Street Address Line 2:
City: Camarillo
Postal Code: 93012
State/Province: CA
Phone Number: 805-901-3078
Email: ed@eyedentitygfx.com

Comments: Thank you for taking my input regarding trail use for mountain bikes. I appreciate the steps you have taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P383-1

P383-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13035

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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l|rc p edlfrp #l|rc p edlfrp #rq#hkdc#ci#Dxul#bxu h|hghqw|ji{lfrp #

Sent: Wkxugd|/D|ryhp eh#<#5345#-69#P #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 14:36

Submitted by anonymous user: [108.0.156.84]

Submitted values are:

--Contact 1--
First Name: Lauri
Last Name: Mackey
Street Address: 300 Frys Harbor Dr
Street Address Line 2:
City: Camarillo
Postal Code: 93012
State/Province: CA
Phone Number: 805-312-4715
Email: lauri@eyedentitygfx.com

Comments: The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P384-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13125>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#skls#lryhnddc jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#3;#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:08

Submitted by anonymous user: [68.111.192.240]

Submitted values are:

--Contact 1--
First Name: Philip
Last Name: Madeley
Street Address: 1312 Morning View Drive
Street Address Line 2:
City: Escondido
Postal Code: CA
State/Province: CA
Phone Number: 76294 2406
Email: ilovekale@gmail.com

Comments: Save the Trails

I P385-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12949>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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Statewide Trails

Subject: Statewide Trails

Sent: Tuesday, April 24, 2012 10:34 AM

To: PHTD

I understand that California State Parks is conducting a change-in-use Evaluation Process (in compliance with CEQA). I am asking that you consider the following points:

1. Protection of natural, cultural and historical resources should be the prime requirement for determining trail use.
2. Consideration of Impacts of multi-use (ie mountain bikes), should include environmental protection of resources, public safety, user compatibility and quality of user enjoyment on the trail.
3. There needs to be a realistic guarantee of effective enforcement and monitoring by Park rangers of trails open to multi-use. Mountain bike speeds are 15 mi per hour or more, which may impact and startle hikers (and equestrians) who move much more slowly.
4. On multi-use trails, mountain bikers are mandated to yield to hikers and equestrians, but you may have experienced situations in which hikers and equestrians yield for safety..
5. All park trails must remain consistent with the California Environmental quality Act (CEQA guidelines) so as to protect trails not suitable for multi-use and to properly evaluate trails being considered for multi-use designation
5. Almost all fireroads are open to multi-use and there is an abundance of such fireroads in the SM Mountains.
6. Public comments and personal anecdotes should be factored in when making trails decisions.

I P386-1
 I P386-2
 I P386-3
 I P386-4
 I P386-5
 I P386-6
 I P386-7

Yours truly,

Janet Maker

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#hkdd#iQ lfn#hqlfp dC |dkrrlfrp #

Sent: Prggd|AOrynp eh#</#5345#6-56#SP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 16:23
Submitted by anonymous user: [173.167.96.194]
Submitted values are:

--Contact 1--
First Name: Nick
Last Name: Mallonee
Street Address: 1042 odell ln
Street Address Line 2:
City: santa rosa
Postal Code: 95407
State/Province: CA
Phone Number: 7075447847
Email: enicma@yahoo.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P387-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails, and nearby Annadel is a model of how a heavily used park can be enjoyed by hikers, bikers, and equestrians. Please consider opening some of the trails at neighboring Sugarloaf Ridge to bikes, as I think they would be enjoyed by more in addition to creating more revenue for the state by offering more options at the Sugarloaf trailhead, where people have to pay to park.

P387-2

Thank you.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12570>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#gqdg#gdqdg p gC p vq1frp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#B=36#BP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:03

Submitted by anonymous user: [71.102.134.103]

Submitted values are:

--Contact 1--
First Name: dana
Last Name: manchester
Street Address: 271 st andrews way
Street Address Line 2:
City: lompoc
Postal Code: 93436
State/Province: CA
Phone Number: 8055882522
Email: danadmd@msn.com

Comments:

Thankyou for considering and opening trails in the parks to mountain biking. I appreciate the effort required to make them accesible for bikes and look ofrward to riding on them
Dana

P388-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12867>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Grxj#gp dqq{C j p dlfrp #

Sent: Wxhvgd|#Qryhp eh#53/#5345#3-44#DP #

To: PHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 11:11

Submitted by anonymous user: [74.10.23.26]

Submitted values are:

--Contact 1--
First Name: Doug
Last Name: Mann
Street Address: 6147 Paseo Jaquita
Street Address Line 2:
City: Carlsbad
Postal Code: 92009
State/Province: CA
Phone Number: 760-419-1257
Email: dmannx@gmail.com

Comments:

Thank you for the opportunity to comment on California State Park's (CSP) inclusion of multi-use trails.

as someone who frequents California State parks I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

P389-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12589>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#grxj#grxjp dqg68C jp dlfpr #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-56#5P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:23

Submitted by anonymous user: [70.181.116.162]

Submitted values are:

--Contact 1--
First Name: Doug
Last Name: Mann
Street Address: 26247 via madrigal
Street Address Line 2:
City: san Juan Capo
Postal Code: 92675
State/Province: CA
Phone Number:
Email: dougmann35@gmail.com

Comments:
As a long-time hiker, trail runner, and cyclist, I'd like to thank you for considering adding more multi-use trails to your parks.

P390-1

Thank you,
Doug Mann

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12927>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lirC p edlfrp #lirC p edlfrp #rq#hkdc#i# |u#f|u#p dqqbjc jp d#frp #

Sent: Tu#d|/#Qryhp eh#9/#5345#7-58#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 17:25

Submitted by anonymous user: [12.201.135.114]

Submitted values are:

--Contact 1--
First Name: Cyril
Last Name: Manning
Street Address: 325 Warwick Ave
Street Address Line 2: E-308
City: oakland
Postal Code: 94610
State/Province: CA
Phone Number: 5103810649
Email: cyrilmanning@gmail.com

Comments:

Thank you for the major steps that CSP has taken to promote multi-use trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails. I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. There are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. Finally, please don't try to apply State Code limiting "development" in parks that would be considered "attractions in themselves" to bikes -- this code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units -- not to limit access to trails.

P391-1
P391-2

Thank you for your time,
Cyril Manning

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12369

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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statewide trails

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statewide trails

Manwaring & Mueller [addtext@comcast.net]

Sent: Thursday, October 18, 2012 8:19 AM

To: CEQA NSC

Our entire family supports making California trails accessible to bikes. It is one of our favorite family activities and we hope more trails open for biking purposes across the state.

⌋ P392-1

The Manwaring-Mueller family

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

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lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#dip hv#P dunryvn|C vefjoredqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#3-45#P#

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 23:12

Submitted by anonymous user: [75.48.11.113]

Submitted values are:

--Contact 1--
First Name: James
Last Name: Markovsky
Street Address: 3453 Smokey Mountain Circle
Street Address Line 2:
City: El Dorado Hills
Postal Code: 95762
State/Province: CA
Phone Number: 9165192646
Email: Markovsky@sbcglobal.net

Comments:
CSP,

I am an avid mountain biker and I appreciate that you are accepting comments.
As the mountain biking community continues to grow, it is imperative that
more opportunities are opened to support that growth. Although there are
always trade offs with any changes, the more people that have access to this
state's great beauty will keep California as top state to live in and
vacation destination. In addition, mountain biking was born in this great
state and should be accorded special status as this invention has spread
across the globe. In addition, this sport started utilizing existing trails,
so cumbersome analysis and alterations should only be utilized in extreme
cases. Thank you for listening to the community.

P393-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12987

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Kxjr#Kxjrp dwtq74C jp dlfrp `#

Sent: Z hqghvgd/AQryhp eh#;#5345#-45#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 22:12

Submitted by anonymous user: [99.174.236.98]

Submitted values are:

--Contact 1--
First Name: Hugo
Last Name: Martin
Street Address: 22327 CLAIBOURNE LN
Street Address Line 2:
City: SANTA CLARITA
Postal Code: 91350
State/Province: CA
Phone Number: 1-818-468-0937
Email: hugomartin41@gmail.com

Comments: I thank the California State Parks agency for allowing citizens the opportunity to make comments. We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. There are effective tools and methods to successfully manage multi-use trails. Studies of trail use, shows that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P394-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13094

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#i#P dwkhz #p p dwlq;6C dylhfrp #

Sent: Vxqgd/#Qryhp eh#; #5345#5-7: #SP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 13:47

Submitted by anonymous user: [68.111.220.201]

Submitted values are:

--Contact 1--
First Name: Matthew
Last Name: Martin
Street Address: 1094 Avocado Ave
Street Address Line 2:
City: Escondido
Postal Code: 92026
State/Province: CA
Phone Number: 7603331686
Email: mmartin83@live.com

Comments:

First of all I would like to thank CSP for the opportunity to make comments. We appreciate the major steps that CSP has taken to promote multi-use trails. Urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior. The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails.

Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails

P395-1

P395-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12499

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hwk#^vklnhu4C |dkrrlfrp #

Sent: Wxhvvd|#Qryhp eh#53/#5345#-37#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 18:04

Submitted by anonymous user: [173.36.196.10]

Submitted values are:

--Contact 1--
First Name: Seth
Last Name: Mason
Street Address: 205 Beegum Way
Street Address Line 2:
City: San Jose
Postal Code: 95123
State/Province: CA
Phone Number:
Email: sjhiker1@yahoo.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P396-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P396-2

Thank you.
Seth Mason
San Jose, CA

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12601

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#k ldu| #p xsshwihndc jp dlfrp #

Sent: Vxqgd|/Ghfrp eh#5/#5345#B-3;#SP #

To: FHTD#QVF#

Submitted on Sunday, December 2, 2012 - 18:08

Submitted by anonymous user: [67.1.191.177]

Submitted values are:

--Contact 1--
First Name: Hillary
Last Name: Mathis
Street Address: 4834 E 2nd St
Street Address Line 2:
City: Tuscon
Postal Code: 85711
State/Province: AZ
Phone Number: 5202355701
Email: muppetfreak@gmail.com

Comments: I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

P397-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13242>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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statewide trails

John Matocq [matocq@gmail.com]

Sent: Monday, November 05, 2012 4:11 PM

To: CEQA NSC

Hello,

I'm strongly in favor of opening up trails to mountain biking.

I P398-1

Thank You,
John Matocq
411 C Street Apt 4
San Rafael, Ca 94901

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 11/6/2012

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lqrC p edlfrp #lqrC p edlfrp #rq#hkdc#i#Mrjh#Mrjhp dvr63C jp dldfrp #

Sent: Vdwxgd|/Qryhp eh#: #5345#B-55#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 18:22

Submitted by anonymous user: [68.6.95.140]

Submitted values are:

--Contact 1--
First Name: Jorge
Last Name: Matos
Street Address: 3339 Richland Drive
Street Address Line 2: Apt F
City: Santa Barbara
Postal Code: 93105
State/Province: CA
Phone Number: 8056807576
Email: jorgematos30@gmail.com

Comments:

I'd like to thank you for giving the users and public in general the opportunity to make comments regarding the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). We appreciate your efforts to be inclusive of all users and promote multi-use trails. I'd like to see the CSP to use the PEIR to provide much needed trail opportunities for cyclists. I'm positive the CSP and all users can find common ground to effectively implement tools and methods to successfully manage multi-use trails. Some specifics points I'd like to make:

1-I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. 2 - The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

3 - The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They need to be naturally integrated into the surroundings to give users a sense of belonging. People come to parks to enjoy the trails.

P399-1

P399-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12457

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P400

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#wrgg#erp ehurrggC jp dlfirp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-54#5P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:21
Submitted by anonymous user: [71.105.47.128]
Submitted values are:

--Contact 1--
First Name: Todd
Last Name: Matthews
Street Address: 7639 Peach Ave.
Street Address Line 2:
City: Hesperia
Postal Code: 92345
State/Province: CA
Phone Number: 7606623077
Email: bombertodd@gmail.com

Comments: The more access to trails for cyclists the better. I'm glad to see California Parks using PEIR to evaluate the use of bikes in state parks. I'd also like to mention that other states have successfully made some trails multi-use without changing/modifying the trails. Often these are the best ones. Trails usually do not need to be over engineered and this will allow users to experience the great parks in California while costing less.

P400-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12899>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P401

FW: [trailies] Statewide Trails...Dec. 4th deadline for writing an email...action needed! Page 1 of 2

FW: [trailies] Statewide Trails...Dec. 4th deadline for writing an email...action needed!

Cynthia Maxwell [zinthia@charter.net]

Sent: Tuesday, November 27, 2012 2:50 PM
To: CEQA NSC

This individual clearly expresses many of our concerns regarding bikes and trails. Please use prudence if any changes are made to the trails. I do not recommend any increased use of bikes on trails.

Sincerely,

Cynthia Maxwell

To: Environmental Coordinator, California Dept. of Parks and Recreation in the Change-in-use Evaluation process that is now taking place. State Parks has asked for public input and the deadline is Dec. 4th. Please encourage your fellow hikers, runners and seniors to participate by writing an email.

From David M. Finch
November 25, 20012

I would like to express my opposition to the presence of mountain bikes on narrow, single-track California trails ("trails"). I understand that a Change-in-Use Evaluation Process could result in many more mountain bikes on trails. Based on public policy in urban areas, personal experience and on a reading of the California Recreational Trails Plan, Phase 1, June, 2002, the presence of mountain bikes on trails is unwarranted and dangerous. My conclusions are based on the following.

P401-1

1. Bicycles and pedestrians are separated in urban areas. Bicycles are not allowed on sidewalks with pedestrians as this represents a well-documented danger to both. Also, cities are increasingly providing restricted bicycle-only lanes on streets to protect bicyclists from automobiles.

P401-2

2. It is very difficult for a bicycle rider on a trail to see/hear a hiker in time to stop or for a hiker to see/hear a bicycle in time to get out of the way (and on trails traversing a steep slope, as is common, there may be no safe way to get off the trail). Just one recent example: I was hiking a trail in the Sierra National Forest in September, 2012. Its characteristics are similar to many trails in California State Parks (including the Wood Canyon Vista Trail in Point Mugu State Park that I hiked last week). I heard someone say "Whoa... one more coming." I somehow knew that this was a mountain bicycle and instinctively--without time for thought or planning--I stepped to the side of the trail and fought for balance as the first mountain bicycle went by at a high rate of speed. I could easily have fallen back into the middle of the trail, possibly resulting in bruises, broken bones or neurological damage to me and/or to the bicycle rider. If a small child had been walking or riding on the trail and had been hit by one of the two fast-moving adults, the damage could have been severe or fatal.

P401-3

3. The California Recreational Trails Plan, Phase 1, June, 2002, "Statewide Trails Office Mission" (p. 3) states that "The system should be accessible to all Californians for improving their physical and mental well-being..." Hiking on the same trail with mountain bicycles objectively results in an increased risk of physical injury to both hikers and bikers as just discussed. I think--worry--about this while hiking on trails that allow access to mountain bicycles and this worry reduces my mental well being. If I were hiking with a child, the danger and worry would increase exponentially. This situation includes small children/hikers and small children/bikers. I assume that mountain bikers also worry about colliding with hikers, other bikers or even small children walking or riding. The increased risk to both bikers and hikers is predictable and thus should be avoided by sound policy. Close encounters with fast-moving bicycles induces fear and anxiety (this is based on conversations with many of my fellow hikers) and thus reduces accessibility to our parks.

P401-4

4. The danger present with co-use of trails by hikers and bikers can in theory be lessened by trail engineering. An example is the Tapia Spur Trail leading into Malibu Creek State Park. I hiked this recently and noted that pairs of large boulders had been placed at blind corners, presumably to provide "gates" that would slow the progress of

P401-5

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

FW: [trailies] Statewide Trails...Dec. 4th deadline for writing an email...action needed! Page 2 of 2

mountain bikes and lessen the chance of collisions. However, the Trails Plan states that one of its missions is to respect and protect "the integrity of [California's]... natural... resources" (p.3). The placement of boulders does not do this. They alter the natural topography and bring to mind an engineered speed track. The implicit message is that any natural trail is unsafe if used by both hikers and bikers (and potentially small children as well).

P401-5
cont'd

5. Many state parks have miles of fire roads that can be used by mountain bikers. This is particularly true in the Santa Monica Mountains. The fire roads are wide enough and have good enough visibility so that responsible mountain bikers can avoid collisions.

P401-6

Thank you for your consideration of these views. Dave Finch

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#z lddp #p d|velw|C |dkrrlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#7-5<#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 17:29

Submitted by anonymous user: [67.161.55.40]

Submitted values are:

--Contact 1--
First Name: William
Last Name: May
Street Address: 2905 Bluebonnet CT
Street Address Line 2:
City: Antioch
Postal Code: 94531
State/Province: CA
Phone Number:
Email: maysbilly@yahoo.com

Comments: The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails. Please do the right thing, so we can enjoy the trails for years to come.

P402-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12509

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#wur|#wur|C rufdvsruw1qhw#

Sent: Wxhvqd|#Qryhp eh#5:#5345#6-64#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:31

Submitted by anonymous user: [63.249.107.240]

Submitted values are:

--Contact 1--
First Name: Troy
Last Name: Mayers
Street Address: 1316 Bay st
Street Address Line 2:
City: Santa Cruz
Postal Code: 95060
State/Province: CA
Phone Number:
Email: troy@orcasports.net

Comments:

Thank you for having California State Parks.
I am Born and raised in Central California and use all of the state..
Our area parks, Hiking, biking, fly fishing, skiing and the ocean.
Love the State Park system
Any increased Mt Bike access would be appreciated, respected and taken care
of by Mt Bikers.
We get to see and use more of a park than hikers or runners. It has been
proven we help with policing our area and observing plenty of our bad and
public safety issues of this area.
Wilder Ranch, Henry Cowell Park.
Save the Redwoods and provide access so more can see them.
Please ask for volunteers to help with access. On the bike trails, 30 years,
Thank you,

P403-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12814>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqrc lp edlfrp #lqrc lp edlfrp #rq#hkdc#ci#wur|#vp C wur|p d|ufrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#B=3<#BP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:09

Submitted by anonymous user: [68.237.169.191]

Submitted values are:

--Contact 1--
First Name: Troy
Last Name: Mayr
Street Address: 1398 Elmgrove Dr
Street Address Line 2:
City: Glendora
Postal Code: 91741
State/Province: CA
Phone Number: 6262538668
Email: tm@troymayr.com

Comments:

Thank you for the opportunity for the public to make comments.
I appreciate the major steps that CSP has taken to promote multi-use trails
and I urge CSP to use the PEIR to provide much needed trail opportunities for
cyclists.

I welcome the acknowledgment that there are effective tools and methods to
successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after
more than 30 years of mountain bike trail use and millions of trail users'
encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming,
and may lead to expensive trail alterations. Therefore, it is important to
point out that there are hundreds of trails in parks that have never been
specifically altered for multi-use, yet have functioned adequately for years.
Care must be exercised in the conversion analysis to prevent the
over-engineering of trails to account for every potential form of user
behavior.

State Code (P.4.14-3) limits development in parks that would be considered
"attractions in themselves." The code was intended to limit the construction
of restaurants, amusement parks, athletic fields, etc. in park units. It is a
poor analysis to apply this code to trails. Trails are much more than just a
transportation system. Trails that are sustainable, blended into the natural
environment (sinuosity) and designed to showcase a park's natural features
should be enjoyed as such. They are works of art that compliment the sense of
place. People come to parks to enjoy the trails!

P404-1

P404-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12891

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P405

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#ci#Eudq#p ffdwkeC jp dldfrp %

Sent: Wkxwgd|/A0ryhp eh#5<#5345#;-5:#DP #

To: FHTD#QVF#

Submitted on Thursday, November 29, 2012 - 09:27

Submitted by anonymous user: [130.221.224.7]

Submitted values are:

--Contact 1--
First Name: Brian
Last Name: McCarthy
Street Address: 200 vista del parque
Street Address Line 2:
City: redondo beach
Postal Code: 90277
State/Province: CA
Phone Number: 3108008372
Email: mccarthb@gmail.com

Comments: Thank you for the opportunity to comment on the PEIR. I appreciate this major step to promote multi-use trails and hope California State Parks (CSP) will use the PEIR to provide much needed trail opportunities to cyclists. I am glad CSP is acknowledging that there are effective tools and methods to successfully manage multi-use trails and appreciate the in-depth study of trail-use conflict, which showed conflicts with mountain bikers are few and actual accidents are rare. Please exercise care in the conversion analysis to prevent over-engineering of trails to account for any potential user behavior. There are hundreds of trails in parks that have never been specifically altered for multi-use, yet have fill that role for years without incident. The PEIR references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P405-1
P405-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13113

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P406

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lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#lp #^ {virwC drdfpr \#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#B-76#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 18:43

Submitted by anonymous user: [76.105.63.4]

Submitted values are:

--Contact 1--
First Name: Jim
Last Name: McCarthy
Street Address: 1531 Fruitridge road
Street Address Line 2:
City: sacramento
Postal Code: 95822
State/Province: CA
Phone Number: 9165382121
Email: xsfoto@aol.com

Comments:

Hello, Please consider another side benefit of riding trails in our State Parks: I frequently take out kids (13-18 yo) to mt. bike ride and introduce them to the sport, enjoy the beauty of nature, and more importantly, lean to have fun and respect with other riders. Most of these kids have never been on a trail..only riding on their mean streets. Kid you not, these trail rides can make a big difference with them with regards to positive attitudes, having fun, and enjoying the beauty. That and trail riding keeps this 62 year old HAPPY!

P406-1

Thanks for reading.
Jim

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13080>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Nhyq#ddguxp p lqC |dkrrlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#-79#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 07:46

Submitted by anonymous user: [24.23.12.176]

Submitted values are:

--Contact 1--
First Name: Kevin
Last Name: McCauley
Street Address: 7259 Minuet
Street Address Line 2:
City: Citrus Heights
Postal Code: 95621
State/Province:
Phone Number: 916-971-7087
Email: aadrummin@yahoo.com

Comments: Thank you for thinking about Mountain Bikes as part of the needed outdoor recreation. Lots of paths for street bikes but it's nice to get off the beaten path and back to nature.

P407-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12478>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#dp hv#mp hvp fud|C hdukdqnlqhw#

Sent: Vxqgd|/Ghfrp eh#5/#5345#=-77#SP #

To: FHTD#QVF#

Submitted on Sunday, December 2, 2012 - 14:44

Submitted by anonymous user: [108.241.26.123]

Submitted values are:

--Contact 1--
First Name: James
Last Name: McCray
Street Address: 1619 Chippewa St.
Street Address Line 2:
City: South Lake Tahoe
Postal Code: 96150
State/Province: CA
Phone Number: 530-318-2131
Email: jamesmcra@earthlink.net

Comments: YES! This amendment sounds wonderful! The forest should be shared by everyone regardless of their taste in sports! There have been trails used for years by all different types of sports people with limited negative impact. I believe more access will equal more visitors, which will create more revenue in those areas and most importantly more people who love and want to enjoy and protect the environment in a way that works for all sports!

P408-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13240>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#fwrw#ufwrw fgrqdcC frp fdwqhw#

Sent: Wkxugd|/Qryhp eh#5<#5345#3-65#DP #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 11:32

Submitted by anonymous user: [76.126.117.57]

Submitted values are:

--Contact 1--
First Name: Scott
Last Name: McDonald
Street Address: 21885 Monte Court
Street Address Line 2:
City: Cupertino
Postal Code: 95014
State/Province: CA
Phone Number:
Email: rscottmcdonald@comcast.net

Comments:

I have been an avid mountain bike rider for 26 years. Thank you for looking into expanding trail options for this sport! Mountain bike riding is an excellent way to see more of state parks and I hope to see current restrictions lifted.

I coordinate a number of bike groups and we have never had any incidents in the years and thousands of miles our groups have ridden. Expanding the trails in state parks will be safe, and it will give our groups an opportunity to ride in new areas.

It has come to my attention that State Code P.4.14-3 has been referenced to limit use of trails by mountain bikers. In my opinion (and many others), this code does not apply here.

Please expand bike access to existing trails.

Thank you!

--Scott

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13121

P409-1
P409-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P410

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #r#hkddr#Wkduq#^p fjxlhc vk.p dqr1frp %

Sent: Tu3d|/Qryhp eh#9/5345#5-83#P #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:50
Submitted by anonymous user: [97.65.112.130]
Submitted values are:

--Contact 1--
First Name: Sharon
Last Name: McGuire
Street Address: 32741 Pointe Stirling Apt G
Street Address Line 2:
City: Dana Point
Postal Code: 92629
State/Province: CA
Phone Number: 9492186354
Email: smcguire@shimano.com

Comments:

I would like to start by thanking the California State Parks for this opportunity to make comments. I personally appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. My family and I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails. Families come to the parks to enjoy one another. I thank the CSP for the continued effort to keep trails open to my family.

P410-1

P410-2

Sincerely,
Sharon McGuire

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12291

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P411

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dp hv#p |wnc p hifrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#45#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:12

Submitted by anonymous user: [96.249.197.61]

Submitted values are:

--Contact 1--
First Name: James
Last Name: McIlvain
Street Address: 4278 Aspen Lane
Street Address Line 2:
City: Somis
Postal Code: 93066
State/Province: CA
Phone Number: 8054022901
Email: jimmytiki@me.com

Comments:
Thanks for the opportunity to make comments.

I appreciate the major steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. There are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P411-1
P411-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12895

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P412

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#i#FKDUOHV#^fkduhvp fnhhC frp fdwlgqw#

Sent: Vdwxgd|/Qryhp eh#: #5345#-5<#DP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 10:29

Submitted by anonymous user: [174.62.98.146]

Submitted values are:

--Contact 1--
First Name: CHARLES
Last Name: MCKEE
Street Address: 311 SAN BENANCIO ROAD
Street Address Line 2:
City: Salinas
Postal Code: 93908
State/Province: CA
Phone Number: 831-595-7743
Email: charlesmckee@comcast.net

Comments: I support opening State Park trails to mountain biking. Many local jurisdictions and the Federal Government have successfully opened trails to mountain biking. Multi-use trails are working well to allow Californians to experience their Parks together. Expanding uses in the Parks can assist in maintenance funding in times of dwindling attendance and budgets. Collaborations with the biking community can assist in trail maintenance and responsible use. Positive examples abound. Ft. Ord National Monument in Monterey, Henry Coe State Park in Santa Clara, and Tahoe National Forest show that multi-use trails work well for citizens and the environment.

P412-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12424>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P413

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#vhdq#vhdqC p fnhqgdvifrp #

Sent: Prqgd|/Qryhp eh.#</#345#7=7;#SP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 16:48

Submitted by user: SeanMac61

Submitted values are:

--Contact 1--
First Name: Sean
Last Name: McKenna
Street Address: 1255 Sandalwood Lane
Street Address Line 2:
City: Los Altos
Postal Code: 94024
State/Province: CA
Phone Number: 6509387326
Email: sean@mckennas.com

Comments: Thank you for the opportunity to comment on California State Park's (CSP) inclusion of multi-use trails. I'm an avid hiker, backpacker and mountain biker. I really appreciate the steps CSP has taken to open more trails to bike. I find biking is a really healthy and great way to enjoy the parks with my family.

P413-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12574>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P414

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#p dnn#p dnp fnlvh|C vefjaredqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-74#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:41

Submitted by anonymous user: [64.183.122.83]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: McKinsey
Street Address: 665 Apple Drive
Street Address Line 2:
City: Brea
Postal Code: 92821
State/Province: CA
Phone Number:
Email: markmckinsey@sbcglobal.net

Comments: Thank you for the opportunity to make suggestions. My request is to open Chino Hills State Park to night riding, those of us who work full time have a hard time enjoying the park after regular hours.

P414-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12886>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P415

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#wrgg#wrggp fC urfnhwp dldfrp #

Sent: Vdxugd|/Qryhp eh#: #5345#: -4; #SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 20:18

Submitted by anonymous user: [70.231.226.217]

Submitted values are:

--Contact 1--
First Name: Todd
Last Name: McMahon
Street Address: 3921 Harrison Street, #304
Street Address Line 2:
City: Oakland
Postal Code: 94611
State/Province: CA
Phone Number: 510-653-5046
Email: toddmc@rocketmail.com

Comments: The thing about mountain bike riders, is a large percentage of us are willing to do trailwork. We get out there with shovels and picks. We are a resource that can be used to maintain trails. I think a very small # of hikers and horse riders are willing to work hard on trails. Mountain bikers build new trails all the time, why not organize us to help maintain trails for everyone?

P415-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12463>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: P rggd|/Qryhp eh.#59/#5345#-5;#P #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 19:28

Submitted by anonymous user: [99.27.203.62]

Submitted values are:

--Contact 1--
First Name: mike
Last Name: mcman
Street Address:
Street Address Line 2:
City: aptos
Postal Code: 95003
State/Province: CA
Phone Number:
Email:

Comments: The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P416-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12721>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#i#p hv#mp hvC qhsddkrslfrp #

Sent: Wxhvgd/AQryhp eh#5:#5345#4=7:#SP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 00:47
Submitted by anonymous user: [96.40.99.95]
Submitted values are:

--Contact 1--
First Name: james
Last Name: mcneill
Street Address: PO BOX 1951
Street Address Line 2:
City: Big Bear Lake
Postal Code: 92315
State/Province: CA
Phone Number: 9093803976
Email: james@nepalishop.com

Comments:
How awesome that CSP have a well researched systematic way to get trails approved for mountain bike use. Thanks from an avid mountain biker. I have been riding for 20 years without incident on a trail.

Keep up the good work.
I agree with IMBAs talking points on this issue..

Thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P417-1
P417-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12995>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P418

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Urehu#e|f|fhereC krwp dldfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#5:#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:27

Submitted by anonymous user: [66.60.176.146]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: McVicker
Street Address: 5409 Tersk Way
Street Address Line 2:
City: elk Grove
Postal Code: 95757
State/Province: CA
Phone Number: 916-730-9085
Email: bicyclebob@hotmail.com

Comments: I love the CA State Parks and I'm very excited about the prospect of additional trails being opened to mtn bikes. This would bring more visitors to our great state, increase usage fees collected and boost business near the parks. Thanks so much for letting us comment!

P418-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12336>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/27/2012

P419

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci# lkdh#p lkdh# p hndskrw:1frp #

Sent: Vdwxgd|/Qryhp eh# #: #5345#B-57#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 18:24

Submitted by user: Berkeley Mike

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Mejia
Street Address: 932 Yuba Street
Street Address Line 2:
City: Richmond
Postal Code: 94805
State/Province: CA
Phone Number: 5102364238
Email: michael@mejiaphoto.com

Comments:

Thank you for the support you have developed for mountain biking access. Your work to streamline the process reveals a sensitivity to eliminating tactics which use complicated time and money issues to obfuscate access.

P419-1

I would like to caution the Dept. against over-engineering new or extant trails for every possible use under the sun. It is unnecessary especially in areas which see so little use. In addition I hope to see mountain bike usage as distinctly different than than amusements, businesses and athletic fields (State Code P.4.14-3). While mountain bike accessable trails may be attractive, so are hiking trails for hikers; they are simply a vital part of enjoying a park's natural features. Thank you.

P419-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12458

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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statewide trails

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statewide trails

Ide hqgh#P hndqrii#ip hndqriiC |dkrrlfrp #

Sent: Vdwxgd|#5hfnp eh#4/#5345#k=7:#DP #

To: FHTD#QVF#

To whom it may concern:

I am very concerned about the plan for the Musch Trail at Topanga State Park to be converted to a multi-use trail. As a frequent hiker of this trail, I feel that the sharing of this trail with mountain bikes would greatly reduce safety, beauty, and pleasure of this trail. In addition, the negative impact of this conversion to the surrounding nature is most concerning.

Please reconsider this plan and leave the Musch Trail as it is.

Sincerely,
Fabienne Melkanoff

P420-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp 'hrg#hkdo#r#Uhg#ujp hwrq9;C jp dlfrp '#

Sent: Vxqgd|/Qrytp eh#; #5345#=#78#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 08:45

Submitted by anonymous user: [24.4.121.209]

Submitted values are:

--Contact 1--
First Name: Reed
Last Name: Melton
Street Address: 1230 Sanchez Way
Street Address Line 2:
City: Redwood City
Postal Code: 94061
State/Province: CA
Phone Number: 208-720-1441
Email: rgmelton68@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P421-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P421-2

Cycling in nature on trails is one of the most enjoyable things I get to do. I have always enjoyed meeting the other users on the trails in mixed use areas (horses, hikers) and think is great for the groups to learn from each other and to interact. Thanks again for considering adding bicycles to some of the trails in our state parks. I know I speak for all mountain bikers when I say we really appreciate being included in future plans.

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12479

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#i#Edu|#p hgghovrq1edu|C jp dlfrp #

Sent: P rggd|/Qryhp eh.#</#345#=#<#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 21:09

Submitted by anonymous user: [98.248.69.60]

Submitted values are:

--Contact 1--
First Name: Barry
Last Name: Mendelson
Street Address: 4392 N Prairie Willow Ct
Street Address Line 2:
City: Conord
Postal Code: 94521
State/Province: CA
Phone Number: 925-429-2075
Email: mendelson.barry@gmail.com

Comments:

Thank you for the opportunity to make comments. I appreciate the major steps that California State Parks has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P422-1

P422-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12580

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci# lkdh#p wep hnc drdfrp #

Sent: Z hqhvgd|/Qryhp eh#; #5345#4-6:#DP#

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 12:37

Submitted by anonymous user: [144.160.130.16]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Menjou
Street Address: 977 Catlin st
Street Address Line 2:
City: Simi Valley
Postal Code: 93065
State/Province: CA
Phone Number: 805-581-2111
Email: mtbrmike@aol.com

Comments: As an avid mt. biker we need more trails open for use. Mt. bikers on average do less damage to trails than equestrians and most hikers. Also we do many hours of volunteer trail work through organizations such as CORBA, IMBA, etc.

P423-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13049>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#vdp xhg^vx.lghvdp C krwp dlfrrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-5;#5P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:28

Submitted by anonymous user: [173.58.164.128]

Submitted values are:

--Contact 1--
First Name: Samuel
Last Name: Mercado
Street Address: 4349 Mimosa Lane
Street Address Line 2:
City: La Verne
Postal Code: 91750
State/Province: CA
Phone Number:
Email: suicidesam@hotmail.com

Comments:

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

And please allow night riding...

P424-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12877>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#ci#Jxv#Jp h|qhuC jp dldfrp #

Sent: Prqgd|/Ghfrp eh#B6/#5345#k=-76#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 22:43

Submitted by anonymous user: [71.202.106.225]

Submitted values are:

--Contact 1--
First Name: Gus
Last Name: Meyner
Street Address: 927 macDuff Ct
Street Address Line 2:
City: SJ
Postal Code: 95127
State/Province: CA
Phone Number: 4084813646
Email: Gmeyner@gmail.com

Comments: Mountain bikes, ridden responsibly, have less trail impact than hikers. Please allow multi use. We will try to teach people manners.

P425-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13301>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#fun#hulp lfnC jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#4=35#P#

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 00:02

Submitted by anonymous user: [68.8.63.128]

Submitted values are:

--Contact 1--
First Name: Erik
Last Name: Mickelson
Street Address: 602 S. Ditmar St.
Street Address Line 2:
City: Oceanside
Postal Code: 92054
State/Province: CA
Phone Number: 760-893-9331
Email: erikmick@gmail.com

Comments:

I've worked as a trail maintenance and construction volunteer for several years, and as a professional trail contractor. I greatly appreciate the opportunity to make comments in regards to mountain biking in California State Parks. I do my best to be respectful of other users, the habitat, and the trail tread when I'm biking and hiking. Some trails may need alteration, but many will be fine as they are, and no alterations will be needed to accommodate bikes. I would be honored to be granted the opportunity to volunteer my time to help evaluate some of the trails in question to mitigate any issues whether they be grades, lines of sight, or other issues as to limit the negative externalities of bringing different user groups together.

P426-1

Sincerely,

Erik Mickelson
760-893-9331

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12991

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P427

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Urehu#urep lxwlc p hlfpr #

Sent: Prqgd|/6hfrp eh#6/6345#5-85#5P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 13:52

Submitted by anonymous user: [66.75.242.56]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Mikuteit
Street Address: 4129 Calle Mar De Ballenas
Street Address Line 2:
City: San Diego
Postal Code: 92130
State/Province: CA
Phone Number: 8589454502
Email: robmikuteit@me.com

Comments:

Thank you for the opportunity to comment on the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). I believe the California State Parks are taking a giant positive step forward in promoting multi-use designations that will be more inclusive for all who appreciate natural trails.

Speaking as someone that has been a member of a board offering input into management of preserves in San Diego, CA, I can speak with experience in saying that trail user conflict is rare and injuries almost non-existent between user groups. And all existing science I have seen indicate mountain bike use on trails has similar impacts as hiking, and far less than equestrian use.

The major shortage in California is for narrow, high quality singletrack trails. Overengineered, wide, flat dirt roads covered in gravel or decomposed granite are abundant and offer little to recreationalists. Care must be taken in evaluating trails to keep them in as natural state as possible, winding through interesting and undulating terrain. Alterations to flatten, widen or sanitize trails of natural obstacles tend to reduce the attractiveness of these routes.

Trails are much more than a transportation system, but a destination to immerse oneself in the natural world. As my main method of enjoying trails is on my mountain bike, I applaud your efforts to simplify conversion of trail use definitions and I look forward to enjoying more time in California State Parks.

P427-1
P427-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13271

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P428

Mountain Bikes :

Page 1 of 1

Mountain Bikes :

EIP 10/11/12 10:00 AM

Sent: 2/11/2012 10:00 AM

To: PHTD@VF#

I, have had my own experience with a mountain bike rider. I was on horse back, trail riding, minding my own business in the Santa Monica Mountains.

A mountain bike rider, came barreling down the fire road from the top of Reseda. And, I never heard them coming. Their handle bar caught on to my stirrup. And we all had a bad reck ! I have, never forgotten that terrible experience ! I, think that there has to be some solution. Too keep us all safe.

Thank you
Barbara Miller

P428-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P429

Statewide Trails

Page 1 of 1

Statewide Trails

qirC p edlfrp #^qirC p edlfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#7-56#5P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:23

Submitted by anonymous user: [66.201.56.150]

Submitted values are:

```
--Contact 1--  
First Name: Johann  
Last Name: Miller  
Street Address: 430 Quartz St  
Street Address Line 2:  
City: Redwood city  
Postal Code: 94062  
State/Province: CA  
Phone Number:  
Email:
```

Comments:

Please allow people to ride bikes on all trails that are currently hike-able.
Thank you.

I P429-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12842>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P430

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#rq#z dyhgrjj|C |dkrrlfrp #

Sent: Vdwxgd|/Qryhp eh#: #5345#-09#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 15:56

Submitted by anonymous user: [173.60.86.219]

Submitted values are:

--Contact 1--
First Name: Jon
Last Name: Miller
Street Address: 149 S. Dewey Av.
Street Address Line 2:
City: Newbury Park
Postal Code: 91320
State/Province: CA
Phone Number: 805 558 3642
Email: wavedoggy@yahoo.com

Comments:

Thank you ! I have always thought that the trails should be open to mountain bikes as well as hikers and horses. I realize that being in such a sue happy state that there is a certain amount of liability, but I would think that already exists with humans using these trails.

It's a shame that these areas become so congested as a result of too many people being limited to just several trails Opening up more trails should lighten the concentration of bikes, allowing for a more enjoyable experience for anyone using the trail.

Good work..... Jon Miller

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12445

P430-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P431

Statewide Trails

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Statewide Trails

l;rc p edlfrp #l;rc p edlfrp #rq#hkdc#i#kwb#kwb#e p l;rc j p dlfrp \#

Sent: Vxqgd|/Qryhp eh#; #5345#3-8<#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 11:59

Submitted by anonymous user: [76.168.72.249]

Submitted values are:

--Contact 1--
First Name: Justin
Last Name: Miller
Street Address: 1257 22nd Street
Street Address Line 2:
City: Santa Monica
Postal Code: 90404
State/Province: CA
Phone Number:
Email: justin.b.miller@gmail.com

Comments:

To whom it may concern,

I am an avid cyclist, active IMBA member, Cal Parks patron and an outdoor enthusiast and I wish to thank the California State Parks for doing an incredible job maintaining and promoting the natural splendor that is so tremendous and abundant within the state. I want to openly acknowledge my support for greater trail access for the mountain biking community and strongly feel that the MTB community can effectively and actively participate, contribute and share trails in an environmentally sound and socially acceptable manner with the rest of the outdoor community.

P431-1

Thank you,

Justin B. Miller, Ph.D.

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12492>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P432

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#p lkdh#p rxqwdlqelhu85C |dkrrlfrp #

Sent: Z hqghvgd|/Qryhp eh#;#5345#-6:#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 10:37

Submitted by anonymous user: [71.160.165.77]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Miller
Street Address: 1351 Park Ave #105
Street Address Line 2:
City: Redlands
Postal Code: 92373
State/Province: CA
Phone Number:
Email: mountainbiker52@yahoo.com

Comments:

I truly appreciate the opportunity you have given myself and others to comment on opening trails to mountain bikers and other users in the state park system. Using the PEIR idea will work for everyone. It's a sign of common sense being applied where it's needed. Finally it seems some one has heard us.

We have seen trails here in So. Cal that have been multi-use and see that they hold up longer and better then others that are used very infrequently and turn to a dangerous situation. We (mountain bikers) tend to give a lot back. We have no problem getting our hands dirty and doing trail maintenance, in fact a lot of us look forward to it.

Now with this new way of classifying trails for multi use we will also open up other trails and relieve some of the congestion we are seeing here in the south.

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/13040

P432-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P433

California Parks & Equestrian use at our parks

Page 1 of 1

California Parks & Equestrian use at our parks

Src: #P 1du#^i0wz d0qjd1wC |dkrr1frp `#

Sent: Vxqgd|/Ghfrp ehu#5/#5345#-#4#5P #

To: FHTD#QVF#

Hello FHTDQVFC s0unvifdijry,

I wanted to join in to share my feelings about Equestrian use of trails at our parks. Please keep our trails open to be enjoyed by us all whether on foot, horse or bike (not ATVs though). It used to be safe to walk, ride horses and bikes along our neighborhood streets and dirt roads, but that seems to be a thing of the past. Two horses with riders were hit by cars in my neighborhood the last couple of years, and I have had several close calls with vehicles and with scary dogs too! I live in Nuevo, where we still have dirt side roads that should be safe to ride and walk on, but for example, in one day I was rushed by three different aggressive dogs while on a one hour neighborhood loop ride. All the dogs were off leash and ran out of their yards. One actually jumped the fence to chase me! When I yelled to the owner that it was illegal for his dog to be off leash, he replied, " just chase him back in the yard"! I had to interject and inform him it was not my place to corral his dog! Then a short distance later, a young pit bull charged me out of an open driveway gate. It rushed at my horses legs and he was getting braver with each pass, wanting to bite. This was all just a few days after I lead my horse down my driveway to get the mail and a loose pit bull dragging a cable ran across Menifee Rd in traffic to try to attack my horse! I was able to get away thankfully due to passing cars honking their horns, and keeping the dog distracted enough so I could keep moving. It is so sad what has happened to our community! Now I am afraid to walk or ride my horse down that street and basically....out my gate!

I share this with you because I don't want anything to jeopardize our equestrian park access. Lake Perris State Park is near by, and in the cooler winter months is a safe place to trailer the horses to and know we can ride without loose dogs and ATVs scaring our horses. It is nice that there is a separate bike path which keeps everyone at a safe distance in most of the trails. I so look forward to visiting our local parks this winter, and it would be a share to have them be closed or restricted to equestrian use.

Thank you for your time and consideration,

Polly Miller
Nuevo, CA

My heart beats for hoof beats



P433-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P434

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#wrc #wrc ep kC |dkrrlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#5-7;#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:48
Submitted by anonymous user: [174.62.122.187]
Submitted values are:

--Contact 1--
First Name: Tom
Last Name: Miller
Street Address:
Street Address Line 2:
City: Corte Madera
Postal Code: 9425
State/Province: CA
Phone Number:
Email: tobmill@yahoo.com

Comments:

Thank you State Parks for this opportunity to make comments. We appreciate the major steps that you have taken to promote multi-use trails. Please use the PEIR to provide much needed trail opportunities for cyclists like myself.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior. The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails.

P434-1
P434-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12289>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P435

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Gdyb#p lrgdybC jp dbfrp '#

Sent: Tuqj|#Qryhp eh#9/#5345#5:#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:27
Submitted by anonymous user: [107.193.137.249]
Submitted values are:

--Contact 1--
First Name: David
Last Name: Minor
Street Address: 2409 Casa Way
Street Address Line 2:
City: Walnut Creek
Postal Code: 94597-3103
State/Province: CA
Phone Number: 9257088214
Email: minordavid@gmail.com

Comments:
Thank you for considering opening more trails to mountain bikers. Mountain biking is an incredible way to get out and enjoy the parks! I have been a mountain biker for 20 plus years and always extend high courtesy to other users.

P435-1

Sincerely,

Dave Minor

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12337>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/27/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Jdu|#Jdu|p ldqgd;C jp dlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#-48#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 22:15

Submitted by anonymous user: [24.6.201.51]

Submitted values are:

--Contact 1--
First Name: Gary
Last Name: Miranda
Street Address: 4158 Corrigan Drive
Street Address Line 2:
City: Fremont
Postal Code: 94536
State/Province: CA
Phone Number: 510-713-8449
Email: Gary.miranda8@gmail.com

Comments:

Dear Sir/Madam: Thank you for the opportunity to provide input on the CSP PEIR. I appreciate CSP's recognition that mountain biking is a safe and legitimate use of CSP trails and the use is harmonious with other trail users. I believe the references in the report to State Code regarding "developments that are attractions in themselves" should not be applied to mountain biking as that would be an improper interpretation of code. Case in point, I ride trails to view scenery (e.g. Meadows, falls, wildlife) and the trails are an integrated part of the experience, not a separate attraction in and of themselves. I urge CSP to use the PEIR to adopt mountain bike trails without the need for unnecessary separate analysis.

P436-1

Thank you for your consideration,

Gary Miranda

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12528

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P437

Lucinda Mittleman
700 San Lorenzo Street
Santa Monica, CA 90402
310-454-2028
lucindalm@gmail.com

December 3, 2012

Environmental Coordinator
Department of Parks and Recreation
1416 9th Street
Sacramento, CA 94296
CEQANSC@parks.ca.gov
916-445-9081

To the Environmental Coordinator, CA Dept. of Parks and Recreation

Re: Statewide Trails and Trail Change-in-Use Evaluation Process Draft Program EIR

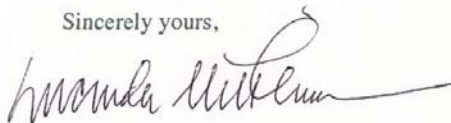
A major requirement for determining trail use should be the protection of natural and cultural resources. **This is why I oppose changes that would streamline the process of multi-use conversion.** State park trails must remain consistent with the California Environmental Quality Act (CEQA) so as to protect trails not suitable for multi-use. In addition, consideration should also be given to how different the experience is for those who recreate on foot vs those on bikes.

For years I have visited the wildlands of Topanga State Park and the Santa Monica Mountains. I currently volunteer as a state park docent. I often join in on bird and wildflower walks, and I'm an avid hiker on many of the trails--including the entire length of the Santa Monica Mountains Backbone Trail. I speak from personal experience when I say that not only is there a real safety issue when it comes to bikes on trails, there's a loss in the quality of the experience for the person on foot. Unfortunately, there is not a "one size fits all" in trail design.

I've witnessed damage done by bikes to the natural environment along the trail (it's hard to dismiss the image of several tire-flattened Horned Toad lizards on the fire road in Topanga State Park). Bicyclists often travel at unsafe speeds when approaching hikers. My experience is that the average bicycle rider does not yield to hikers or horses and is threatening, even if unintentionally, to those on foot or horseback. Hikers, birders, families, school children, seniors, and equestrians need to be able to safely use and enjoy our trails--trails that are absent from enforcement of yield rules and the behavior of cyclists.

If State Parks choses to streamline the decision process that favors multi-use trails, it will break away from its own mission of providing varied outdoor recreational activities. Gone will be the experience for park users who cherish a walk, a quiet observation of nature, bird watching or riding horses without fear of being run down by an approaching bike. The wilderness that exists in the Santa Monica Mountains is unique in its proximity to one of the largest urban centers in the world. Many, many people will never experience nature except in these parks. We already have shared trails. We do not need to eliminate the remaining footpaths and thus eliminating whole categories of outdoor recreational activities just so mountain bikes will have access to more trails or even more closed loops to complete a bicycle playground.

Sincerely yours,



P437-1

P437-2

P438

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Urehw#p riilw7C fr{lqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-6:#BP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:37

Submitted by anonymous user: [174.66.157.122]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Moffitt
Street Address: 144 Rivera Ct.
Street Address Line 2:
City: Chula Vista
Postal Code: 91911
State/Province: CA
Phone Number: 6196918215
Email: moffitts4@cox.net

Comments: Thank you for the time to voice my concerns about trail use for mtn bikes..I feel there is plenty of room and trails for hikers and bikers in our state parks without causing excess studies and financila hardship.State code P.4.14-3 that limits development of "attractions" which was intended for restaurants,amusement parks, ball fields, etc. but I don't feel trails fall into that category. I appreciate your time and the studies that have been done on mtn bike use for the past 30 years involving conflicts with hikers and other trail users.

P438-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12941>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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Statewide Trails

Al Moggia [almog@dslextreame.com]

Sent: Thursday, November 01, 2012 3:39 PM

To: CEQA NSC

November1, 2012

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814
Email: CEQANSC@parks.ca.gov

Subject: Statewide Trails

Regarding: Change in Use for Roads and Trails, Public Hearing presentation at Adult Recreation Center, Glendale, CA, Oct.27, 2012. Public comment requested.

Dear Enviromental Coordinator:

Referring to the flow diagram presented at public hearing. There is a problem with the flow diagram. Immediately after the first block in the diagram, a new block should be inserted. The new block should call for a public meeting to discuss a request for a trail "change in use." The purpose of the meeting would be to inform all trail users groups that a trail "change in use" requests is under consideration and request comments from all trail users groups before any significant decisions are made.

P439-1

It is important that this step precede any trail modification or design planning. The result of the public comments should help determine if change in use should go forward or not. It makes no sense to devote the park department financial and human resources to work on detailed plans before obtaining the public input from all trail user groups.

The EIR process is a costly process to implement and something to be avoided if possible. Much of what was shown in the Oct. 27th presentation was normal trail maintenance or simple modification of existing trails, in which case either a Categorical Exemption or a Negative Declaration would eliminate the need for a Draft EIR.

P439-2

The impetus for the change in use program, which resulted in a 430 page "Program EIR" document, is due in large part to the well funded and influential mountain bike lobby. The "Program EIR" document required the hiring consulting firms to write the EIR document. The cost has to be significant. Any "Change in Use" in a particular state park will have to be evaluated to determine if an EIR is required anyway. So what useful purpose did "Program EIR" serve, it seems redundant. Every dollar that was spent on the "Program EIR" is a dollar that was not spent on the on maintaining any of our 279 state

P439-3

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 11/2/2012

Statewide Trails

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parks and help to keep them open.

A final comment to this “Change in Use Trails” issue, which really the shared trails issue. The shared trail concept doesn’t take into the reality that a large segment of mountain bike riders like a fast challenging ride downhill. And no amount of “trail calming” will change that. Riders, one way or another will find a way to get their challenging ride. Fast down hill riding is the major cause of trail conflicts. There are just some trails that mountain bikes should not be allowed on.

P439-3
cont'd
P439-4

Al Moggia
Los Angeles, California

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 11/2/2012

P440

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Q ln#q lnbp rqr |C |dkrrlfrp #

Sent: Wxhvqd|#hfrp eh#B7/#5345#4-64#DP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 12:31

Submitted by anonymous user: [50.196.148.94]

Submitted values are:

--Contact 1--
First Name: Nick
Last Name: Monroy
Street Address: 15675 Kings Creek Rd
Street Address Line 2:
City: Boulder Creek
Postal Code: 95006
State/Province: CA
Phone Number: 4088961056
Email: nick_monroy@yahoo.com

Comments: The more things you keep open the more people will fight for your causes and budgets.

P440-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13332>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#FkuM#Fkulp rqwdjqdC ynu}rq1qhw#

Sent: Vxqgd|/Ghfrp eh#5/#5345#: -56#SP #

To: FHTD#QVF#

Submitted on Sunday, December 2, 2012 - 20:23

Submitted by anonymous user: [70.187.152.11]

Submitted values are:

--Contact 1--

First Name: Chris

Last Name: Montagna

Street Address: 163 W Avenida De Los Lobos Marinos

Street Address Line 2:

City: San Clemente

Postal Code: 92672

State/Province: CA

Phone Number: 7143751921

Email: chrismontagna@verizon.net

Comments: Thank you for expanding your vision for Mountain Bikers! I'm a 42 year old father of two who has been riding for 25 years and am enjoying time on the trail with my children. Expanded Mountian Bike Trail options mean a lot to me and my family. It's part of what makes CA great so please keep up the great work! Thanks.

P441-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13244>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P442

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdd#ci#F@|wq#F@|wq1p rruhC p df1frp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#38#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:05

Submitted by anonymous user: [76.126.130.12]

Submitted values are:

--Contact 1--
First Name: Clayton
Last Name: Moore
Street Address: 45 Holly Ave
Street Address Line 2:
City: Larkspur
Postal Code: 94939
State/Province: CA
Phone Number: 4152502249
Email: Clayton.moore@mac.com

Comments:

Thank You for the opportunity to make comments. We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

P442-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P442-2

Clayton Moore

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12970

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P443

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#P hh#glwghu45:C jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-5<#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:29

Submitted by anonymous user: [50.94.70.211]

Submitted values are:

--Contact 1--
First Name: Mike
Last Name: Moore
Street Address: 9202 Calle De Vista Oeste
Street Address Line 2:
City: San Diego
Postal Code: 92129
State/Province: CA
Phone Number:
Email: dirtrider127@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P443-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P443-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12879

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P444

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hii#oqjerdughuC p vq1frp #

Sent: Vxqgd/4Qryhp eh#; #5345#-85#P #

To: FHTD#VF#

Submitted on Sunday, November 18, 2012 - 19:52

Submitted by anonymous user: [76.170.57.97]

Submitted values are:

--Contact 1--
First Name: Jeff
Last Name: Morgan
Street Address: 226 1/2 Sierks st
Street Address Line 2:
City: Costa Mesa
Postal Code: 92627
State/Province: CA
Phone Number: 7149436066
Email: longboarderj@msn.com

Comments: I would first off like to thank the California State Parks for their service that they perform in our state and for the opportunity to be heard. Myself and my family appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. Mountain biking is an activity that myself and my kids love. We ride in Cyrstal Cove/El Moro State Park at least once a week. This helps keep my kids who are 12, 8, and 7 in great shape and gives me the chance to participate in a sport with them instead of watching from the sidelines. Riding in the state parks has also given me the ability to teach me kids about the outdoors and why we need to protect our natural places that we have left. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that complement the sense of place. People come to parks to enjoy the trails.

P444-1

P444-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12518

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp 'hrg#ehkdo#ri#Shwu#Sp rulyeC krwp dlfrp #

Sent: Wkxugdl/AQrytp eh#5/#5345#3-53#EP #

To: FHTD#QVF#

Submitted on Thursday, November 22, 2012 - 23:20

Submitted by anonymous user: [71.202.91.173]

Submitted values are:

--Contact 1--
First Name: Peter
Last Name: Moritzburke
Street Address: 80 Elm Ave
Street Address Line 2:
City: Larkspur
Postal Code: 94939
State/Province: CA
Phone Number:
Email: Pmoritzb@hotmail.com

Comments:

Hello,

Thank you CSP for the opportunity to make comments. I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

As a member og IMBA, we welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Kind regards,
Peter Moritzburke

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12671

P445-1
P445-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#lvd#p p hufxu|456C |dkrrlfrp #

Sent: P rggd|/Ghfrp eh#B6/#5345#=#39#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 22:06

Submitted by anonymous user: [69.181.244.39]

Submitted values are:

--Contact 1--
First Name: Lisa
Last Name: Morse
Street Address:
Street Address Line 2:
City: South San Francisco
Postal Code: 94080
State/Province: CA
Phone Number:
Email: mmercury123@yahoo.com

Comments:

Dear California State Parks,

I enjoy hiking and biking in CSP parks. I appreciate the opportunity to expand options for bike riding on dirt trails, including single track trails.

I also appreciate the chance to express my opinion in a format that is convenient and allows me to participate even though I may not be able to attend in-person meetings due to work or family commitments.

I endorse IMBA's opinions on proposed plans for discussing access options for mountain bikes. My family and I support the following comments:

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to

P446-1

P446-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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parks to enjoy the trails.

Furthermore, bicycle recreation on CSP trails would increase access to a huge user group to trails which are often exclusive to hikers and equestrian users. Bicyclists are part of many if not most families in California. Please continue positive actions for multi-use trail expansion on California State Park lands.

Sincerely,

Lisa Morse and Family

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13297>

P446-2
cont'd
P446-3

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#ehkdd#i#P dnr#p rxqwdlyj|aru|C lfaxgfrp #

Sent: Vxqgd|/Qryhp ehu#;/#5345#3-55#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 23:22
Submitted by anonymous user: [108.208.196.140]
Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Moskowitz
Street Address: 65 Elm St.
Street Address Line 2:
City: San Carlos
Postal Code: 94070
State/Province: CA
Phone Number: 4152034864
Email: mountainglory@icloud.com

Comments:
Dear CSP - Thanks for the opportunity to comment on expanding the use of more CSP trails to mountain biking.

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thanks,
mark

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12535>

P447-1
P447-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P448

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci# lddp #z ep rwc jp dlfpr #

Sent: Tuqj|/Qryhp eh#9/#5345#4-79#P #

To: PHTD#QVF#

Submitted on Saturday, November 17, 2012 - 00:46

Submitted by anonymous user: [76.14.66.74]

Submitted values are:

--Contact 1--

First Name: William
Last Name: Moss
Street Address: 1034 De Haro Street
Street Address Line 2:
City: San Francisco
Postal Code: 94107
State/Province: CA
Phone Number: 9196208806
Email: wbmoss@gmail.com

Comments:

I wanted to thank you for all the work you do to keep the outdoors in California available to all of us. As an avid hiker and cyclist, I also wanted to encourage you to continue the excellent work that's being done on multi-use trails--making the outdoors more available to all.

P448-1

Best,
Will

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12410>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P449

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Red|#rp rxudgC |dkrrlfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#=#64#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:31

Submitted by anonymous user: [99.17.223.221]

Submitted values are:

--Contact 1--
First Name: Obay
Last Name: Mouradi
Street Address: 6522 Gold Dust St
Street Address Line 2:
City: Eastvale
Postal Code: 92880
State/Province: CA
Phone Number: 9493314784
Email: omouradi@yahoo.com

Comments:

Hi,
I would like to thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P449-1

P449-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12979

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#Fkulwrskhu#p |grjveoxh46C |dkrrlfrp `#

Sent: Z hqghvgd|/Qryhp eh#; #5345#; -34#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 21:01

Submitted by anonymous user: [98.210.125.143]

Submitted values are:

--Contact 1--
First Name: Christopher
Last Name: Munoz
Street Address: 428 Christina Ct.
Street Address Line 2: 428 Christina Ct.
City: Antioch
Postal Code: 94509
State/Province:
Phone Number: 925 706 2430
Email: mydogisblue13@yahoo.com

Comments:

Thank you California State Parks for allowing input on trail use. I am a new member of the CSP. I have been a mountain bike and road rider for over 10 years. Cycling is a sport that helps me get outside and enjoy the beauty of nature whether I am on the road or dirt trails. My local SP is Mount Diablo, I have also visited China Camp SP and Anadale SP. I believe that opening up more trails to mountain biking will help increase visits to California State Parks and would increase the already existing co-operation between mtn bike groups such as Bay Area Trails Counsel of East Bay & IMBA by drawing more riders to the parks. The more welcome the biking community feels, the more they will engage in volunteerism. This will be a win-win situation for all parties involved. Thank you for this opportunity to voice my opinion.
Respectfully,
Christopher Munoz

P450-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13087>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Grqdcg#P xufk.h#p xufk.hgrqC yhu}rq1qhw#

Sent: Wxhvqd|/h hfhp eh#B 7/h5345#-67#EP #

To: FHTD#QVF#

Environmental Coordinator, CA Dept. of Parks & Recreation

As a member of Topanga Canyon Docents, I am writing to oppose a Multi-Use Designation for existing hiking trails in the Santa Monica Mountains, particularly in Topanga State Park, where I frequently hike and work as a nature docent. Dirt bike riding is absolutely incompatible with slow, quiet hiking, especially when young children are on the trails, which they often are during the school week. While some bikers are courteous, many are not and I have observed that most move fast, rounding sharp corners and often becoming airborne.

There's no question that bicycling out in nature can be an exhilarating experience for the rider, but this thrill does not justify the ongoing threat to and exposure suffered by walkers who are on the trail simply to get away from the busy city and enjoy the solitude of the Santa Monica Mountains. I am especially opposed to re-designating Topanga state Park's Musch Trail as Multi Use, even if rerouted or "redone" to make it "safer." There is no such thing as a "safe" hiking trail when shared with dirt bikers. Bicyclists rarely slow down or yield to hikers on the Musch Trail -- it's WE HIKERS WHO HAVE TO STEP ASIDE FOR THEM!

Furthermore, I am very concerned that redeignation of the Musch Trail and other footpaths in the Santa Monicas as Multi-Use will lead to a snowballing of such classifications, leaving very few safe and quiet footpaths for us pedestrians and the children we share them with.

Thank you for your consideration,

Donald Murchie
School Nature Class Leader
with Topanga Canyon Docents



P451-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ci#P du|#p du|p dujp C p xud|udqfk1frp #

Sent: Tuqj|#Qryhp eh#9/#5345#=#77#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:44

Submitted by anonymous user: [70.197.151.33]

Submitted values are:

--Contact 1--
First Name: Mary
Last Name: Murray
Street Address: 5655 Hedge Ave
Street Address Line 2:
City: Sacramento
Postal Code: 95829
State/Province: CA
Phone Number: 916-383-5165
Email: marymargm@murrayranch.com

Comments: I support the formation of more mountain biking areas in California State Parks.

P452-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12342>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#vhdq#^vhdqp xvvhqC vefjaredqhw#

Sent: Tuqj|/Qryhp eh#9/#5345#5-37#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:04

Submitted by anonymous user: [24.223.111.100]

Submitted values are:

--Contact 1--
First Name: Stefan
Last Name: Mussen
Street Address: 3639 vinwood dr.
Street Address Line 2:
City: Julian
Postal Code: 92036
State/Province: CA
Phone Number: 7606045863
Email: Stefanmussen@sbcglobal.net

Comments:

I appreciate the effort that CSP are taking to open more trails to all users.
Please keep up the good work.
Thank you
Stefan Mussen

P453-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12276>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#mrkq#^x}}|mrkqC qlhuelhvfirp #

Sent: Wxhvgd|#Qryhp eh#53/#5345#6=#7<#BP #

To: PHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 16:49

Submitted by anonymous user: [24.205.231.139]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Mylne
Street Address: 1148 Atascadero Street
Street Address Line 2: 1148 Atascadero Street
City: San Luis Obispo
Postal Code: 93405
State/Province: CA
Phone Number: 818-468-6564
Email: fuzzyjohn@ninerbikes.com

Comments: The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.

P454-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12598>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P455

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Q Lk#qLkqdjC ehunhd |lngx #

Sent: P rggd|/Qryhp eh.#</#345#6=8<#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 16:59

Submitted by anonymous user: [169.229.13.89]

Submitted values are:

--Contact 1--
First Name: Nitish
Last Name: Nag
Street Address: 4579 Martin St
Street Address Line 2:
City: Union City
Postal Code: CA
State/Province: CA
Phone Number: 94587
Email: nitishnag@berkeley.edu

Comments:

- We appreciate the major steps that CSP has taken to promote multi-use trails. Urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
•We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
•We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
•The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior.
•The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.

P455-1
P455-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12571

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P456

Paul Nam
President
Pine Ridge Association
Henry W Coe SP
9100 East Dunne Ave
Morgan Hill CA 95037
vocinam@yahoo.com

Environmental Coordinator
CA department of Parks and Recreation
Northern Service Center
CEQANSC@parks.ca.gov

Comments on DRAFT PEIR

Thank you for the opportunity to review and comment. Please take these comments into consideration.

Abstract:

The proposed Road and Trail Change-In-Use Evaluation Process probably represents a welcome change in CSP attitudes and appears to promise a prospect of long delayed environmental stewardship aspects of trails, a more efficient evaluation process, and to address long standing inequities in trail access. For these reasons it is good. It is not perfect however.

There are concerns about how expensive the implementation of the proposed policies will be. Can CSP afford it? Indeed the scoping, trail logging, planning, field work, administrative review and labor which will be requested will place greater burdens on an already anemic State Parks budget. The process in detail is labor intensive and highly administrative. If funds are tight, the high cost of implementing the PEIR may end up discouraging and delaying its application.

Prescribing low cost solutions and using qualified volunteers can significantly reduce expenditures.

List of comments to the draft (in order of appearance):

- 1. Introduction: It would be reassuring to see some of the language from the mission statement and the Statement of Policy carried over into the introduction, such as (paraphrased from Policy Notice No. 2005-06):

- “The Department is directed to provide opportunities for high-quality outdoor recreation. Trails and roads are primary state park facilities that offer health-enhancing recreational opportunities, access to park resources for interpretation and education, and enhance community involvement.”

- [This content is present in 3.1, but the suggestion is to put this up-front for emphasis.]

- 2. 2.8: “Archaeological, cultural, and historical resources” or similar should be added to bullet list.(example in Table 2-1_4.6).

P456-1

P456-2

P456-3

3. Table 2-1 4.9-4: Presumably the design features and design criteria will be published in the forthcoming revised CSP Trails Handbook. P456-4

4. 3.3.6: The CSP Trails Handbook, published in 1994, is limited and obsolete. A revised and expanded handbook is forthcoming. I anticipate that the revision will be published subsequent to the ratification of the PEIR. It is my wish that this be disclosed in the PEIR. P456-5

It will be the duty of the current Statewide Trails Coordinator to compose an appropriate preface to the next Trails Handbook. The language written by Charlie Willard still pertains, and would be appropriate to include here: P456-6

“A well designed trail is a work of art for all to enjoy.”

5. 3.3.6: Furthermore it will help dispel objections if this sentence from the Trails Handbook introduction (1.1) were included here: P456-7

“The Trails Handbook is not intended to be used as a universal guide to managing and operating trail systems.”

6. 3.3.11: You might consider making agencies like the National Park Service, the US National Forest, and the Bay Area Ridge Trail Council, included in this contextual list for many reasons, including connectivity and consistency. P456-8

7. 3.6.4: The Adaptive Use Management Strategy is practical. In order to function the Adaptive Management Report and Superintendent's Orders are crucial but will place a new duty and budget resource burden upon CSP resources. P456-9

8. 4.4-39 and 4.5-27 : It is a positive indication that night time hiking and biking are being included as legitimate activities. P456-10

9. 4.7-25 GEO-20: “When outsloping trail surfaces are not feasible, such as steep linear trail grades, construct rolling dips to direct runoff safely off the trail to prevent build up of surface runoff and subsequent erosion. Water bars will be used as a last resort if outsloping, rolling dips, or minor rerouting are not feasible, or on trails receiving minimal use. Waterbars will be constructed to divert water to controlled points along the trailand with rock armor at the downslope end for energy dissipation.” P456-11

It is good to see it in writing that these types of erosion reducing techniques may be applicable on CSP trails. P456-12

10. 4.7-25 GEO-25: “Install 'pinch points' to reduce downhill bicycle speed and increase the line of sight at curves.” Again, it is good to see modern responses to modern uses. It may be pertinent to describe what pinch point is in slightly more detail. The photos do say something, but not all. There are different types of materials and construction methods of pinch points. There are a variety of tactical trail constructions besides pinch points that may be listed here, such as rolling drain dips, rough armor, and off camber turns, as well. P456-12

11. 4.7-26 GEO-29: Trail inspection after large rain events is routine on trails under construction. However it's not always practical on large trail systems in large parks.

P456-13

12. Project Design-Related Measures: I strongly support the recommendations made by the Bay Area Ridge Trail Council:

“When analyzing existing trail conditions and possibilities to upgrade specific trail segments, wide variations in local conditions will be identified. This suggests it would be prudent to avoid rigid parameters for trail width, slope, rise, tread, etc. For example, Council guidelines for Ridge Trail dimensions include widths as narrow as 18 in. for narrow single track, and as wide as 20 ft. for ranch and fire roads. Survey of nearby trails that sustainably support the proposed additional use could help to determine appropriate design parameters.” (NOP Comment Letter O-10)

P456-14

Narrow trails cost less to build and maintain, plus they have a smaller footprint.

13. 7-5, 7-6: Single-use Trails and Separate Trails Options. With some reservation, I concur with the discussion and conclusions you have made. However, there are and will be circumstances where these alternatives may indeed be the best option, in practical terms such as fiscal cost and resource costs. These alternatives should be on the table and always considered as last resorts.

P456-15

14: 8.3: The CSP position that “...CSP trails are not intended for or appropriate as active recreation attractions on their own.” is contradicted, and will continue to be contradicted, by modern common visitor practice and attendance in CSP. You can say that black is white, but black is black.

P456-16

I could not find language about historic trails and other legacy issues which may have significance to the PEIR. Perhaps I missed it in the large document. It may be helpful to qualify whether or not old trails may be preserved for their cultural significance even if they do not meet CSP criteria. How old would a trail have to demonstrably be to be considered historical? Historic trails might include driveways, emigrant trails, toll roads, mining paths, and so on.

P456-17

In conclusion, one of my main concerns lie with the content and attitude of the forthcoming Trails Handbook, the one-size-fits-all approach, and with the financial costs of implementation. I'm impressed by the thorough treatment the PEIR draft received in composition.

P456-18

Congratulations on creating an almost comprehensive process. Good luck with the implementation. You'll need it!

Best,
Paul Nam
President Pine Ridge Association

P457

Statewide Trails

Page 1 of 3

Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Sdx#yrflqpc |dkrrlfrp #

Sent: Wxhvqd|#hfrp eh#7#5345#-44#DF #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 03:11

Submitted by anonymous user: [76.247.181.142]

Submitted values are:

--Contact 1--
First Name: Paul
Last Name: Nam
Street Address: 9100 East Dunne Ave
Street Address Line 2:
City: Morgan Hill
Postal Code: 95037
State/Province: CA
Phone Number: 4083988519
Email: vocinam@yahoo.com

Comments:
Thank you for the opportunity to review and comment. Please take these comments into consideration.

Abstract:

The proposed Road and Trail Change-In-Use Evaluation Process probably represents a welcome change in CSP attitudes and appears to promise a prospect of long delayed environmental stewardship aspects of trails, a more efficient evaluation process, and to address long standing inequities in trail access. For these reasons it is good. It is not perfect however.

There are concerns about how expensive the implementation of the proposed policies will be. Can CSP afford it? Indeed the scoping, trail logging, planning, field work, administrative review and labor which will be requested will place greater burdens on an already anemic State Parks budget. The process in detail is labor intensive and highly administrative. If funds are tight, the high cost of implementing the PEIR may end up discouraging and delaying its application.

Prescribing low cost solutions and using qualified volunteers can significantly reduce expenditures.

List of comments to the draft (in order of appearance):

1. Introduction: It would be reassuring to see some of the language from the mission statement and the Statement of Policy carried over into the introduction, such as (paraphrased from Policy Notice No. 2005-06):

"The Department is directed to provide opportunities for high-quality outdoor recreation. Trails and roads are primary state park facilities that offer health-enhancing recreational opportunities, access to park resources for interpretation and education, and enhance community involvement."
[This content is present in 3.1, but the suggestion is to put this up-front for emphasis.]

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P457-1

Statewide Trails

Page 2 of 3

2. 2.8: "Archaeological, cultural, and historical resources" or similar should be added to bullet list.(example in Table 2-1_4.6).

3. Table 2-1_4.9-4: Presumably the design features and design criteria will be published in the forthcoming revised CSP Trails Handbook.

4. 3.3.6: The CSP Trails Handbook, published in 1994, is limited and obsolete. A revised and expanded handbook is forthcoming. I anticipate that the revision will be published subsequent to the ratification of the PEIR. It is my wish that this be disclosed in the PEIR.

It will be the duty of the current Statewide Trails Coordinator to compose an appropriate preface to the next Trails Handbook. The language written by Charlie Willard still pertains, and would be appropriate to include here:

"A well designed trail is a work of art for all to enjoy."

5. 3.3.6: Furthermore it will help dispel objections if this sentence from the Trails Handbook introduction (1.1) were included here:

"The Trails Handbook is not intended to be used as a universal guide to managing and operating trail systems."

6. 3.3.11: You might consider making agencies like the National Park Service, the US National Forest, and the Bay Area Ridge Trail Council, included in this contextual list for many reasons, including connectivity and consistency.

7. 3.6.4: The Adaptive Use Management Strategy is practical. In order to function the Adaptive Management Report and Superintendent's Orders are crucial but will place a new duty and budget resource burden upon CSP resources.

8. 4.4-39 and 4.5-27 : It is a positive indication that night time hiking and biking are being included as legitimate activities.

9. 4.7-25 GEO-20: "When outsloping trail surfaces are not feasible, such as steep linear trail grades, construct rolling dips to direct runoff safely off the trail to prevent build up of surface runoff and subsequent erosion. Water bars will be used as a last resort if outsloping, rolling dips, or minor rerouting are not feasible, or on trails receiving minimal use. Waterbars will be constructed to divert water to controlled points along the trail and with rock armor at the downslope end for energy dissipation."

It is good to see it in writing that these types of erosion reducing techniques may be applicable on CSP trails.

10. 4.7-25 GEO-25: "Install 'pinch points' to reduce downhill bicycle speed and increase the line of sight at curves." Again, it is good to see modern responses to modern uses. It may be pertinent to describe what pinch point is in slightly more detail. The photos do say something, but not all. There are different types of materials and construction methods of pinch points. There are a variety of tactical trail constructions besides pinch points that may be listed here, such as rolling drain dips, rough armor, and off camber turns, as well.

11. 4.7-26 GEO-29: Trail inspection after large rain events is routine on trails under construction. However it's not always practical on large trail systems in large parks.

P457-1
cont'd

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

12. Project Design-Related Measures: I strongly support the recommendations made by the Bay Area Ridge Trail Council:

"When analyzing existing trail conditions and possibilities to upgrade specific trail segments, wide variations in local conditions will be identified. This suggests it would be prudent to avoid rigid parameters for trail width, slope, rise, tread, etc. For example, Council guidelines for Ridge Trail dimensions include widths as narrow as 18 in. for narrow single track, and as wide as 20 ft. for ranch and fire roads. Survey of nearby trails that sustainably support the proposed additional use could help to determine appropriate design parameters." (NOP Comment Letter O-10)

Narrow trails cost less to build and maintain, plus they have a smaller footprint.

13. 7-5, 7-6: Single-use Trails and Separate Trails Options. With some reservation, I concur with the discussion and conclusions you have made. However, there are and will be circumstances where these alternatives may indeed be the best option, in practical terms such as fiscal cost and resource costs. These alternatives should be on the table and always considered as last resorts.

14: 8.3: The CSP position that "...CSP trails are not intended for or appropriate as active recreation attractions on their own." is contradicted, and will continue to be contradicted, by modern common visitor practice and attendance in CSP. You can say that black is white, but black is black.

I could not find language about historic trails and other legacy issues which may have significance to the PEIR. Perhaps I missed it in the large document. It may be helpful to qualify whether or not old trails may be preserved for their cultural significance even if they do not meet CSP criteria. How old would a trail have to demonstrably be to be considered historical? Historic trails might include driveways, emigrant trails, toll roads, mining paths, and so on.

In conclusion, one of my main concerns lie with the content and attitude of the forthcoming Trails Handbook, the one-size-fits-all approach, and with the financial costs of implementation. I'm impressed by the thorough treatment the PEIR draft received in composition.

Congratulations on creating an almost comprehensive process. Good luck with the implementation. You'll need it!

Best,
Paul Nam
President Pine Ridge Association

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13308>

P457-1
cont'd

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: Wxhvgd|#Qryhp eh#5: #5345#7-7; #5P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:48

Submitted by anonymous user: [170.189.204.5]

Submitted values are:

--Contact 1--
First Name: luis
Last Name: navarro
Street Address: 10308 tungsten
Street Address Line 2:
City: bakersfield
Postal Code: 93311
State/Province: CA
Phone Number:
Email:

Comments:

Montsna de Oro State park is a good example of a place where both mountain bikers and hikers enjoy the trails.

having other state parks open to mountain bikers will definetely increase the number of visitors.

mountain bikers go to trail every weekend (at least I do) and are always looking to try new trails.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12856>

P458-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P459

Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: P rggd|/6hfrp eh#B6/#6345#=#36#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 14:03

Submitted by anonymous user: [12.151.41.2]

Submitted values are:

--Contact 1--
First Name: Dolores
Last Name: Nelson
Street Address: 2374 Cerrystone Dr
Street Address Line 2:
City: San Jose
Postal Code: 95128
State/Province: CA
Phone Number: 408-554-8532
Email:

Comments:

I suport the change that future project decisions to allow bikes on trails will only need to reference the PEIR. And I agee this is a major and vital step forward for bike access in state parks. There is a need in the community and it is imparative to provide and support outdoor activites which means access.

P459-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13273>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#ip b|#hp b|qhxpc dqvfC jp dlfrp `#

Sent: Tuqj|#Qryhp eh#9/#5345#-43#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:10

Submitted by anonymous user: [12.53.17.3]

Submitted values are:

--Contact 1--

First Name: Emily
Last Name: Neuman
Street Address: 5610 Scotts Valley Dr
Street Address Line 2: B213
City: Scotts Valley
Postal Code: 95066
State/Province: CA
Phone Number: 831-325-9167
Email: emilyneumansc@gmail.com

Comments:

Good afternoon,

As an avid mountain biker I would like to take a moment to thank you for the major steps CSP has taken to promote multi-use trails and to urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

Thank you,
Emily Neuman

P460-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12333>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P461

Statewide Trail

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Statewide Trail

Lon Neumann [lon.neumann@sbcglobal.net]

Sent: Saturday, December 01, 2012 11:20 AM

To: CEQA NSC

Please keep the mountain bikes off the trails.

]**P461-1**

Sincerely,
Lon Neumann

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 12/11/2012

P462

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ri#Wrp #qkgf8C |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-68#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:35

Submitted by anonymous user: [68.4.54.215]

Submitted values are:

--Contact 1--
First Name: Tom
Last Name: Nguyen
Street Address: 35 Brisa Fresca
Street Address Line 2:
City: Rancho Santa Margarita
Postal Code: 92688
State/Province: ca
Phone Number: 9492319763
Email: nhdc5@yahoo.com

Comments: Please keep trails open to mountain bikers. We respect the trail and even participate in cleanup and trail building activities. President Bush opened up federal parks to mountain biking the state parks should follow. I am also a tax paying citizen and appreciate the consideration to the environment but to waste tax payers money on non value added studies of the environment is just not very smart. There is low impact to the environment in fact the benefits of good physical and mental health to bikers far out weigh any potential impact to the environment. This is an example of wasteful spending and over regulation. Please think logically a bad storm or earthquake has more impact to the environment than a mountain biker going for a ride with his son. Leave the trails alone and free to everyone that's what they were meant for. God bless.

P462-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12908>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P463

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Elo#z nq36C drdfrp #

Sent: Z hgqhvgd/AQryhp eh#; #5345#; -87#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:54

Submitted by anonymous user: [98.112.179.252]

Submitted values are:

--Contact 1--

First Name: Bill
Last Name: Niles
Street Address: 1601 Evergreen St
Street Address Line 2:
City: Fullerton
Postal Code: 92835
State/Province: CA
Phone Number:
Email: wjn03@aol.com

Comments:

- Thank CSP for the opportunity to make comments.
- We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
- We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

P463-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13033>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P464

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Eudq#ehqiqgC jp dlfrp #

Sent: Tuqj|#Qryhp eh#6/#5345#5-74#P #

To: PHTD#QVF#

Submitted on Friday, November 23, 2012 - 13:41
Submitted by anonymous user: [192.138.172.49]
Submitted values are:

--Contact 1--
First Name: Brian
Last Name: Nixon
Street Address: 11894-1 Cypress Canyon Road
Street Address Line 2:
City: San Diego
Postal Code: 92131
State/Province: CA
Phone Number: 7145523289
Email: benfnd@gmail.com

Comments:

Thank you for the opportunity to comment on California State Park's (CSP) inclusion of multi-use trails.

I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. There are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

Hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P464-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12678>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P465

URGENT!!!!!!!!!!!!!!!!!!!!

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URGENT!!!!!!!!!!!!!!!!!!!!

Fkdap dlqh#^fkdap dlqhC wkhuh{djhqf|lfrp Y#

Sent: Z hqghvgd|/Qryhp eh#5; #5345#4-3<#DP #

To: FHTD#QVF#

-
- 1) Bikes on trails with hikers/horses are inherently dangerous, a big public safety issue causing injury or death to other traditional users. Injuries due to Bikers need for thrills and speed.
 - 2) Adding mountain bikes to trails drive cause other users to abandon that trail due to safety and quality of life issues, thereby creating a exclusively mountain bike trail.
 - 3) Mountain bikes are not containable to one trail, and it is unenforceable by Rangers/police.
 - 4) User conflict increases
 - 5) Huge environmental damage to trail, expensive for Parks to maintain
 - 6) Bikes are an extreme sport needing their own areas
- Charmaine

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┌ P465-2
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┌ P465-3
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┌ P465-4
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┌ P465-5
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┌ P465-6
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The Rex Agency
 6311 Romaine Street , suite 7235
 Los Angeles, Ca 90027
 t: 323.466.2007
 m: 323.428.4112
 e: charmaine@therexagency.com

www.therexagency.com

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P466

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#shw#sekdqglp dqC krwp dlfirp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#77#EP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:44

Submitted by anonymous user: [68.6.233.117]

Submitted values are:

--Contact 1--
First Name: Pete
Last Name:
Street Address: Avenida
Street Address Line 2:
City: Oceanside
Postal Code: 92056
State/Province: CA
Phone Number: 760-298-0060
Email: pbhandiman@hotmail.com

Comments:

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P466-1

P466-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12962

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P467

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkdc#ci#Ehg#ehq#grugwvurp C jp dlfpr #

Sent: Vxqgd|/Qryhp eh# ; #5345#=-65#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 14:32

Submitted by anonymous user: [67.180.245.24]

Submitted values are:

--Contact 1--
First Name: Ben
Last Name: Nordstrom
Street Address:
Street Address Line 2:
City: Scotts Valley
Postal Code: 95066
State/Province: CA
Phone Number:
Email: benjnordstrom@gmail.com

Comments: I appreciate the CSP going through this process. It is important that safety is apart of this, and I believe that by allowing MTB access that the safety will be better because people will be aware while using the trails, and more aware (and hopefully accepting) of mountain bike users. Promotion of multi-trail use is a great idea, and being a MTBer I am more than happy for that. That being said, many of the trails are already in great condition for multi-use and it seems that it would be unnecessary to alter existing trails as they have been functioning as such for so long already (and not cost-effective...further, I would think that it would be smarter for local MTB groups to work in conjunction with horseback riding and hiking groups to better the existing trails within their own community). It would also be useful to work in conjunction with the groups mentioned herein on newer trails as not to create "over-engineering" on these trails. These are the people who will be using them, who will know them best, and ultimately could be the ones who maintain them. To some extent, I also believe that State Code P.4.14-3 may have a bit of overreach when it comes to improving the overall experience for trails - particularly for infrastructure such as parking lots, bathrooms, etc. Certain areas could be more family-friendly and it would not have a direct impact on the trails themselves. Once again, thank you for everything that has been done - it is a major step forward for everyone.

P467-1
P467-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12501

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#ci#LiimRerqj#
^p weulhuC jhdz ru{f|fdqj lfrp #

Sent: Z hgqhvgd|/A)ryhp eh#5; #5345#=#77#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 02:44
Submitted by anonymous user: [71.254.133.58]
Submitted values are:

--Contact 1--
First Name: Iffiok-Obong
Last Name: Nsek
Street Address: 3372 Rocky Way
Street Address Line 2:
City: Ontario
Postal Code: 91761
State/Province: CA
Phone Number: 909-260-5337
Email: mtbrider@gearworxcycling.com

Comments:

I started mountain biking in January of 2009 as a way of promoting better fitness and a healthier lifestyle. What I later also discovered was that it allowed me an opportunity to connect with nature. Thanks for living near Chino Hills State Park, I have been able to enjoy this new activity without the risk of getting ran over by moving vehicles and I have also had the pleasure of seeing wildlife that you only get to see on National Geographics.

I soon after introduced my wife and two sons to the sport, and they have all taken to it and have enjoyed it all primarily because we have access to a resource like Chino Hills State Park.

I am happy to report that over the course of the past 3 years, I have managed to loose 80+ pounds and my son became a good enough mountain biker to take 3rd at the US National MTB Championships in 2012.

Thank you for the opportunity to make comments and I hope that through this process other families throughout California will have the opportunity to benefit from having access to the parks.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12998>



P468-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Urehw#urehwqzqhvC gxgd1frp \#

Sent: TuJd|#Qryhp eh#9/#5345#6-65#6P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:32

Submitted by anonymous user: [209.234.175.50]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Nunes
Street Address: 20362 Via Espana
Street Address Line 2:
City: Salinas
Postal Code: 93908
State/Province: CA
Phone Number: 831-240-1367
Email: robert.nunes@duda.com

Comments:

Thank you for this opportunity to express our desire to add Mountain Bike Access in California state parks. Cycling is an environmentally friendly way to enjoy our natural wonders, and I feel that with certain regulations many trails can be made multi use and include Cycling. I appreciate your consideration in this matter. Thank you, Bobby Nunes

P469-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12358>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P470

Statewide Trails

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#i#dqh#p wehngdq|C jp dlfrp #

Sent: Prqgd|/Qryhp eh#</#345#=-43#DP#

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 10:10

Submitted by anonymous user: [98.151.154.44]

Submitted values are:

--Contact 1--
First Name: Daniel
Last Name: Nunez
Street Address: 15314 La Barca Drive
Street Address Line 2:
City: La Mirada
Postal Code: 90638
State/Province: CA
Phone Number: 9499101977
Email: mtbikedanny@gmail.com

Comments:

Thank you for the opportunity to make comments.

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P470-1

P470-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12549

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P471

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dqh#p wehngdqq|C jp dlfrp #

Sent: Z hqhvgd|/Qryhp eh#; #5345#-78#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 08:45

Submitted by anonymous user: [98.151.154.44]

Submitted values are:

--Contact 1--

First Name: Daniel
Last Name: Nunez
Street Address: 15314 La Barca Drive
Street Address Line 2:
City: La Mirada
Postal Code: 90638
State/Province: CA
Phone Number: 9499101977
Email: mtbikedanny@gmail.com

Comments: I support adding mountain bikes to the California State Park System. I have been a CSP Foundation member for over seven years and an avid mountain biker. I think the CSP will get the needed support from this group that will ensure keeping the parks open.

P471-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13014>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P472

Statewide Trails

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Statewide Trails

hirc p edlfrp #hirc p edlfrp #rq#hkdc#ci#Lyr#LyrLwC krwp dldfrp #

Sent: Tue, 13 Nov 2012 13:56:00 -0800

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:56

Submitted by anonymous user: [75.61.142.64]

Submitted values are:

--Contact 1--
First Name: Ivo
Last Name: Obregon
Street Address: 548 Spring Street
Street Address Line 2:
City: Santa Cruz
Postal Code: 95060
State/Province: CA
Phone Number: 1-831-429-1448
Email: Ivoinit@hotmail.com

Comments:

Santa Cruz is surrounded by many beautiful areas owned by CSP. It would be wonderful to be able to access the interior portions of the less visited areas. The bicycle is great mode of transport that is quiet and efficient and has been proven to co-exist well with other user groups.

P472-1

Thank you.

Ivo Obregon

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12294

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#dq#k.BgdqrC jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#6-55#BP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:22

Submitted by anonymous user: [17.218.131.19]

Submitted values are:

--Contact 1--
First Name: Dan
Last Name: Oehlberg
Street Address: 814 Moultrie Street
Street Address Line 2:
City: San Francisco
Postal Code: 94110
State/Province: CA
Phone Number:
Email: hi5dano@gmail.com

Comments:

I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I really appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P473-1

Thank you.
-Dan Oehlberg

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12809>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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hirc p edlfrp #^hirc p edlfrp #r#hkdd#r#P fkdho#p rkq|w|C |dkrrlfrp #

Sent: Wxhvvd|/Qryhp eh#5:/#5345#7-35#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:02
Submitted by anonymous user: [68.101.171.1]
Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Ohnysty
Street Address: 23615 Barona Mesa Rd
Street Address Line 2:
City: Ramona
Postal Code: CA
State/Province:
Phone Number: 6199859029
Email: mohnysty@yahoo.com

Comments:

Thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P474-1
P474-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12834>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#wrrp dv)#wrrp hnb<7874C |dkrrlfrp #

Sent: Z hqghvgd|/Qryhp eh#; #5345#-5:#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:27

Submitted by user: Tomek

Submitted values are:

--Contact 1--
First Name: Tomasz
Last Name: Olesiejuk
Street Address: 2784 King Edward dr.
Street Address Line 2:
City: El Dorado Hills
Postal Code: 95762
State/Province: CA
Phone Number: (916)939-0910
Email: tomek_94541@yahoo.com

Comments:

It is time to move in to the future. Sport of Mountain biking is here to stay, and I'm very happy that state government noticed change in general use of our parks.
I can only applaud such a change for grater good of all State Park users, and possibly another source of revenue which is so badly needed in this harsh financial climate.

P475-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13011>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc lp edlfrp #lqrc lp edlfrp #rq#hkdci#Fduarv#p |qdp hlvrc krwp dlfrp `#

Sent: Vdxugd|/Qryhp eh#: #5345#3=7:#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 11:47

Submitted by anonymous user: [199.164.159.2]

Submitted values are:

--Contact 1--
First Name: Carlos
Last Name: Orosco
Street Address: 6712 Maury Dr
Street Address Line 2:
City: San Diego
Postal Code: 92119
State/Province: CA
Phone Number: 619-726-7057
Email: mynameislos@hotmail.com

Comments:

Thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P476-1
P476-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12429

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lirC p edlfrp #^lirC p edlfrp #rq#hkdc#ci#rhc#mbrukC krwp dbrfp #

Sent: Vdwxgd|/Qryhp eh# #: /#5345#6-07#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 16:54

Submitted by anonymous user: [99.36.41.10]

Submitted values are:

--Contact 1--
First Name: Joel
Last Name: Orth
Street Address: 2523 Meadow St.
Street Address Line 2:
City: San Luis Obispo
Postal Code: 93401
State/Province: CA
Phone Number: 8055507157
Email: jj_orth@hotmail.com

Comments:

Dear California State Parks,

Thank you for the opportunity to discuss trail use at state parks. I'm an avid user of California parks and have been a resident of the state since being born here in 1968. I'm also an employee of the state university system and a property owner in San Luis Obispo.

I use state parks for hiking, walks with the family, camping, and mountain biking. Over the years, the growth of mountain biking has been one of the most important changes in state parks where they are allowed. While I understand that some users may fear "sharing" the trail with a higher speed user, or that mountain biking hurts trail surfaces, this has NOT been my experience. Mountain bikers have poured countless hours into improving, fixing, and even building new trails (with CSP or City cooperation). It would be hard to overstate just how much BETTER local state park trails are because of the inclusion of mountain bikes.

Some trails may never be appropriate for mountain bike use, but I would urge you to make as much of the CSP system accessible to bikes as you can. Doing so will not only increase the number of people using the parks, it will lead to better trails and better parks.

thanks

joel

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12450

P477-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#ehkdd#ci#P dwkhz #yr5p dwC jp dlfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#; #6#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:53

Submitted by anonymous user: [76.217.129.161]

Submitted values are:

--Contact 1--
First Name: Matthew
Last Name: Ortiz
Street Address: 155a Phoebe st.
Street Address Line 2:
City: Encinitas
Postal Code: 92024
State/Province: CA
Phone Number: 760-585-8737
Email: vo2matt@gmail.com

Comments: The ability to mtb within state parks I believe is a great idea .. and should produce revenue for the surrounding areas.

P478-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13032>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#rql#oxgz dhwC jp dlfrp #

Sent: Tuqj|#Qryhp eh#3/#5345#=#4<#P #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 14:19

Submitted by anonymous user: [108.23.90.68]

Submitted values are:

--Contact 1--
First Name: sonia
Last Name: ottusch
Street Address: 6161 tapia dr
Street Address Line 2:
City: malibu
Postal Code: 90265
State/Province: CA
Phone Number: 310.457.5430
Email: loudwaters@gmail.com

Comments:

Thank you for providing great multi-use trails in our beautiful state, and especially for this opportunity to comment. May I humbly request that more trails in CSP be made multi-use? Too often throughout California, I've encountered some enticing possibilities for mountain bike riding, only to find that the CSP trails are not multi-use (i.e., accessible for all of the public), but open only to equestrians and hikers.

Since I have osteoarthritic knees, my enjoyment of the trails is limited in recent years. My orthopedist strongly advises me that hiking is not a good option, causing me considerable pain. I am not an equestrian. Nevertheless, I am able to enjoy the CSP backcountry trails on my affordable mountain bike.

As a volunteer in the CSP, I work to help protect our state's parks and make all park visitors welcome. Please encourage more volunteers like the Mountain Bike Unit to assist the park rangers in making the State Parks a welcome place for all visitors, not just equestrians and hikers.

Please make more trails in CSP open to mountain bikes, so that those of us with limited means to access the backcountry may enjoy the natural resources that California offers. Thanks again for this opportunity to share a comment.



P479-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/13153

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#frw#vdrzhqc vefjoredqhw#

Sent: Wxhvgd|#hfrp eh#7#5345#-75#EP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 15:42

Submitted by anonymous user: [64.149.102.36]

Submitted values are:

--Contact 1--
First Name: Scott
Last Name: Owen
Street Address: 4404 Samoset Avenue
Street Address Line 2:
City: San Diego
Postal Code: 92117
State/Province: CA
Phone Number: 858-549-2819
Email: saowen@sbcglobal.net

Comments:

Dear CSP,
Thank you for soliciting comments. I would like to confirm my support for multi-use trails in our state parks.

P480-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13339>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkda#ci#Grxj#yhafrgjhuC krwp dlfirp #

Sent: P rggd|/6hfrp eh#6/#345#: -63#DP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 08:30

Submitted by anonymous user: [67.159.151.151]

Submitted values are:

--Contact 1--
First Name: Doug
Last Name: Page
Street Address: 3155 O street
Street Address Line 2:
City: Sacramento
Postal Code: 95816
State/Province: CA
Phone Number: 916-457-8368
Email: velocodger@hotmail.com

Comments:

Please make a place for bikes in the parks. Cyclists are legitimate park users. We deserve a place to ride. These parks belong to ALL of us, not just to hikers and horsemen.
Thanks for listening.

P481-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13254>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#nhyq#nhyq1sdxjkC rxwornlfrp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-3:#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:07

Submitted by anonymous user: [209.150.75.114]

Submitted values are:

--Contact 1--
First Name: Kevin
Last Name: Paugh
Street Address: 2907 Via Corbina
Street Address Line 2:
City: SAN CLEMENTE
Postal Code: 92672-3620
State/Province: CA
Phone Number: 9496360537
Email: kevin.paugh@outlook.com

Comments:
Dear California State Parks:

Thank you for opportunity to submit comments. I appreciate the major steps that you have taken to promote multi-use trails and I support the use of PEIR to provide much needed trail opportunities for cyclists.

It's cool that the in-depth study of trail use conflict showed that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

An important point to consider is that the trail conversion analysis may prove to be unnecessarily cumbersome and time consuming, and may lead to expensive trail alterations. It's important to note that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years.

Therefore, please exercise care in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. Please keep in mind that trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People from all walks of life, especially mountain bikers, come to parks to enjoy the trails!

Kind Regards,

Kevin Paugh

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12870

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hii#soqC krwp dlfrp \#

Sent: Wxhvgd|#hfrp eh#7/#5345#=#;#EP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 14:08

Submitted by anonymous user: [216.13.210.98]

Submitted values are:

--Contact 1--
First Name: Jeff
Last Name: Paulson
Street Address: 2425 San Carlos Ave
Street Address Line 2:
City: San Carlos
Postal Code: 94070
State/Province: CA
Phone Number: 415 515 2816
Email: jplsn@hotmail.com

Comments:

Dear Sir or Madam,
My heartfelt thanks for reviewing this initiative. I know this evaluation has required significant time and resources and am very proud of the fact that, as a state, we are at this point. I seriously believe that like trails and their usage by mountain bikers as well as hikers, equestrians, etc. should by no means be misconstrued with State Code (P.4.14-3).

P483-1

Thank you.
Jeffrey Paulson

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13334>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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qirC p edlfrp #^qirC p edlfrp #

Sent: Prqgd|/Qryhp eh#59/#5345#;-67#EP #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 21:34
Submitted by anonymous user: [50.131.240.24]
Submitted values are:

--Contact 1--
First Name: Sante
Last Name: Pelot
Street Address: 601 Stagg Lane
Street Address Line 2:
City: Santa Cruz
Postal Code: 95062
State/Province: CA
Phone Number: 8317139557
Email:

Comments:
To Whom it may Concern:

Firstly, I would like to thank California State Parks for welcoming the opportunity to comment on PEIR. As a mountain biker, I am very grateful of the steps CSP has taken to promote multi-use trails. I am very hopeful that PEIR will provide more opportunities for cycling in California State Parks.

Mountain biking is a great pastime that allows people to get outside and live healthy lifestyles. Moreover, it provides many jobs for people (such as myself) who are employed by the bicycle industry. Despite woeful economic times, our industry has seen unprecedented growth that contributes to the overall economy of California. By allowing cyclists on existing State Park trails we can help keep people healthy, respectful of the environment, and also create jobs!

I think it is important to protect the environment, but studies will never be able to predict the full effects of converting trails to multi-use. I also recognize that is important to protect the environment. As an engineer, I am well versed in analysis-paralysis and recognize that the best way to analyze something is to test it. Therefore it would be prudent to convert existing trails, as-is, to multi-use to evaluate the impacts on the environment(s). Trails that show adverse effects to the local ecosystem should be re-routed or converted back to hiking only. But it would be a shame to deny the thousands of cyclists access to these beautiful trails because of problems that aren't proven to exist.

Thank you very much for the opportunity to comment.

Sincerely,

Sante Pelot

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12727>



P484-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/27/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#ci#Eu|fh#^vs|f|frfrC jp dlfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#B-85#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 06:52

Submitted by anonymous user: [174.23.16.247]

Submitted values are:

--Contact 1--
First Name: Bryce
Last Name: Perkins
Street Address: 2172 Emerson Avenue
Street Address Line 2:
City: Salt Lake City
Postal Code: 84108
State/Province: UT
Phone Number: 801-582-8387
Email: spicycoco@gmail.com

Comments: Not a CA resident, but I appreciate any progress to getting more people on bikes via more trail access. Please keep it up. Thanks.

P485-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13004>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dp hv#shw}h4C Jp dldfrp #

Sent: Z hqghvgd|/Qryhp eh#; #5345#15-4; #EP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 13:18

Submitted by anonymous user: [71.21.6.19]

Submitted values are:

--Contact 1--
First Name: James
Last Name: Petzel
Street Address: 57 Egret Ln
Street Address Line 2:
City: Aliso Viejo
Postal Code: 92656
State/Province: CA
Phone Number: 7082573556
Email: petzel.1@gmail.com

Comments:

Dear CSP system,

Thank you for allowing us the opportunity to comment on the proposed PEIR process. As a avid hiker, mountain biker and outdoor enthusiast I think it is awesome that you allow feedback from trail users to influence CSP decisions. I would love to see PEIR used to allow more mountain-bike and multi-use access on trails. Streamlining the process with PEIR would make it so much easier, since many trails do not need the expensive and cumbersome process of trail conversion analysis to allow bikes. Often the biking and multi-use community are very helpful in acutally improving the trail conditions because they understand and appreciate the gift that the trails provide us.

P486-1

I will paste below an excerpt from a International mountain biking association opinion that I find right on the money regarding the limited development of trails and why it shouldn't apply in this case: The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P486-2

Thank you again for this opportunity.
James from Aliso Viejo

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13056

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P487

Statewide Trails

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Statewide Trails

Katherine Pfeiffer [katapfeiffer@att.net]

Sent: Wednesday, October 17, 2012 3:45 PM

To: CEQA NSC

Dear Parks committee,

I am fortunate to be able to walk and sometimes ride a horse in Griffith Park on the trails. These are wonderful trails. However, especially for horseback riders, bicycles are a real hazard. It's not just that horses are often frightened by them, but because often the riders seem deliberately provocative. They're downright rude - and this is toward both walkers and horse people. I don't know if there is a "mountain bike" culture that feels like it owns the trails it uses or whether my experiences are just unusual. Nonetheless - bike riders are rude most of the time and assume that they own the right of way.

It's potentially a life and death situation when a vehicle of any kind and a horse or person collide. Some of the trails are quite narrow - and if I'm walking there really isn't room for me and the horse or me and the cyclist. Usually I ask them to wait until I can find a safe place to stand and then they can go by. Horse people as a group are much more polite than the bikers. Of course, horses and walkers move more slowly than bikers.

As you must be aware, there is an increasing problem in our culture with "entitled" people who think they own whatever space they're in. This certainly can't be solved by the Parks Departments - but I beg you to limit the areas that bikers can go. Please don't let them take over the areas used by hikers/walkers and horses.

Thank you for your time,

Katherine Pfeiffer, Ph.D.
1946 Caminito del Valle
Glendale, CA 91208

818-247-6646

P487-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

P488

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#iMq hv#mp hvC mp idslfrp #

Sent: Z hqghvgd|/Qryhp eh#5;/#5345#-46#EP#

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 22:13
Submitted by anonymous user: [98.207.255.127]
Submitted values are:

--Contact 1--
First Name: James
Last Name: Philip
Street Address: 14 Buckingham Dr
Street Address Line 2:
City: Moraga
Postal Code: 94556
State/Province: CA
Phone Number: 9253886644
Email: james@jimflip.com

Comments:
Thank you the opportunity to make comments.

I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Sincerely
James Philip

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13095>

P488-1

P488-2

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P489

Statewide Trails

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Statewide Trails

lqrc lp edlfrp #^lqrc lp edlfrp #rq#ehkdc#ci#Kdub|#^kdub|smc dwdqhw#

Sent: Vxqgd|/Qryhp eh#; #5345#7-43#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 17:10

Submitted by anonymous user: [76.216.171.125]

Submitted values are:

--Contact 1--
First Name: Harley
Last Name: Phillips
Street Address: 4913 Glenhaven Dr
Street Address Line 2: 4913 Glenhaven Dr
City: Oceanside
Postal Code: 92056-6656
State/Province: CA
Phone Number: 760 583-7854
Email: harleypjr@att.net

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P489-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P489-2

Thank you.

Harley Phillips

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12508

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P490

Statewide Trails - Keep bicyclists OFF!

Page 1 of 1

Statewide Trails - Keep bicyclists OFF!

Tracy Piasecki [tracypiasecki@gmail.com]

Sent: Friday, October 19, 2012 2:17 AM

To: CEQA NSC

I live in Glendale and I use the Griffith Park trails daily. I am writing to preserve the horse trails in Glendale for HORSES ONLY and no bikers. Bicycles and horses do not mix. If you allow bicycles on the trails, then I will have to stop using the trails because my horse, like all other horses I know, is deathly afraid of the bicycles. I board my horse at the LAEC. I will have to move my horse to Shadow Hills, and I will have to move from Glendale to Shadow Hills as well because where my horse goes, I go.

The entire LAEC will fall apart and close if you allow bicycles on the trails. Please DO NOT do this. It is bad enough that the bicyclists do not stop for horses when we try to cross the nearby roads such as Riverside Dr. and Crystal Springs Dr. We cannot let the bicyclists ruin all the hard work that goes in to owning and riding a horse just because they want to take over.

I will not vote for any politicians in support of allowing bicyclists on the HORSE trails of Griffith Park. Keep bicyclists OFF the trails!!!! Thank you.

Sincerely,
Tracy Piasecki

P490-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

P491

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ehw#es.lhur}C vsubwp dlfrp `#

Sent: Wxhvqd|#hfrp eh#7#5345#=#74#DF#

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 09:41

Submitted by anonymous user: [69.230.98.169]

Submitted values are:

--Contact 1--
First Name: Bert
Last Name: Pierroz
Street Address: 2600 Rochon Way
Street Address Line 2:
City: Sacramento
Postal Code: 95818
State/Province: CA
Phone Number:
Email: bpierroz@sprintmail.com

Comments: I appreciate the major steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. In addition to providing recreational opportunities to a growing population of cyclists, CSP will have the advantage of increasing its pool of willing and able volunteer trail-workers. It has been my experience as a trail work coordinator that cyclists are more than willing help maintain and improve their local trails.

P491-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13324>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdd#ci#Ghdq#gsrkø dqqC p vq1frp `#

Sent: Z hgqhvgd|/Ghfrp eh#8#5345#5-66#SP #

To: FHTD#QVF#

Submitted on Wednesday, December 5, 2012 - 15:33

Submitted by anonymous user: [98.248.128.149]

Submitted values are:

--Contact 1--
First Name: Dean
Last Name: Pohlmann
Street Address: PO Box 5191
Street Address Line 2:
City: Novato
Postal Code: 94948
State/Province: CA
Phone Number:
Email: dpohlmann@msn.com

Comments: I would like to voice my support of expanding the bike access to state parks, particular to ride single track trails. I feel this is a great way to raise additional revenue as well as awareness to our State Parks. Whether it is opening access to trails on certain days or at certain hours. As long as Mountain Bikers are granted access to areas that have been entirely shut off to any legal access.

P492-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13384>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P493

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ulkln#UsrdvC vrfduifrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-73#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:40

Submitted by anonymous user: [72.130.3.185]

Submitted values are:

--Contact 1--
First Name: Richie
Last Name: Polis
Street Address: 5010 E Valencia Dr
Street Address Line 2:
City: Orange
Postal Code: 92869
State/Province: CA
Phone Number: 7147711124
Email: Rpolis@socal.rr.com

Comments: Please add mtb access to state parks

I P493-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12885>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P494

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#uhqw#srouqc |dkrrlfrp #

Sent: Tuqj|#Qryhp eh#9/#5345#6-57#6P #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:24

Submitted by anonymous user: [71.139.10.104]

Submitted values are:

--Contact 1--
First Name: Trent
Last Name: Poltronetti
Street Address: 1111 Fife Ave
Street Address Line 2:
City: Palo Alto
Postal Code: 94301
State/Province: CA
Phone Number: 650 730 2900
Email: tpoltron@yahoo.com

Comments:

Hi There,
Mountain biking is a fun and low-impact way to get people off their couch and to appreciate the outdoors. Please keep multi-use trails in mind as riders make up a large portions of the population you serve. Thanx for asking.
Regards,
Trent

P494-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12357>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/27/2012

P495

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#ci#Eudg#P hgg |rxudqhc jp dlfFrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-6<#BP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:39

Submitted by anonymous user: [50.131.186.94]

Submitted values are:

--Contact 1--
First Name: Brad
Last Name: Polvorosa
Street Address: 361Lasalle ave
Street Address Line 2:
City: Piedmont
Postal Code: 94610
State/Province: CA
Phone Number:
Email: Mendyourline@gmail.Com

Comments:

I appreciate the steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. As a mountain bike rider, i welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. People come to parks to enjoy the trails. Thank you.

P495-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12911

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Urehu#ere1srqw#jC jp d#frp #

Sent: Wxhvgd|#2ryhp eh#5:#5345#-59#5P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:26

Submitted by anonymous user: [98.176.120.71]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Ponting
Street Address: 5762 Calvin Way
Street Address Line 2:
City: San Diego
Postal Code: 92120
State/Province: CA
Phone Number: 619-287-1893
Email: bob.ponting@gmail.com

Comments:

I appreciate the opportunity to comment on opening some public trails in California State Parks to mountain biking. I have been riding on the multi-use trails available at Cuyamaca Rancho State Park for many years and think that trails in many other parks should be open to moutain bikes as well as hikers and equestrians.

I am always careful to give hikers and horses the right of way and in more than 10 years on the trails I have never had any kind of unpleasant encounter, accident or close call.

Most trails need little or no modification for use by mountain bikes. On trails where visibility is limited or there are blind curves, I think it is reasonable to require cyclists to equip their bikes with "bear bells" to avoid startling hikers and horse riders.

I don't think all trails need to be open to bicyclists. Certain nature trails should be reserved for walkers so that families with children can enjoy the parks without having to worry about little ones getting startled or wandering into the path of a passing cyclist.

Steep trails through fragile terrain should be off limits to horses, because they can chew up a single track, but bicycles cause much less damage.

I look forward too changes in the rules that allow responsible mountain bikers more access to existing trails in state parks. I think you will find that the mountain biking community is willing to do more than its share of trail maintenance and will be a valuable ally in treasuring and preserving the park system.

P496-1
P496-2
P496-3

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12902

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P497

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lqrc p edlfrp #lqrc p edlfrp #q#hkdd# #Oxerp L#oxerlsrsryC |dkrrlfrp #

Sent: Wxhvvd|/Qryhp eh#5:/#5345#7-37#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:04
Submitted by anonymous user: [98.189.113.218]
Submitted values are:

--Contact 1--
First Name: Lubomir
Last Name: Popov
Street Address: 53 Three Vines Ct.
Street Address Line 2:
City: LR
Postal Code: 92694
State/Province: CA
Phone Number: 562-746-5315
Email: lubo.popov@yahoo.com

Comments:

Dear State Parks,

Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P497-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P497-2

Thank you.

Lubo Popov
Ladera Ranch, CA

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12836>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Fkuw#fsrvfkC p hlfpr #

Sent: Prqgd|/Qryhp eh.#</#345#3-54#DP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 11:21

Submitted by anonymous user: [174.76.158.53]

Submitted values are:

--Contact 1--
First Name: Chris
Last Name: Posch
Street Address: 713 Juanita Avenue
Street Address Line 2:
City: Santa Barbara
Postal Code: 93109
State/Province: CA
Phone Number:
Email: cposch@me.com

Comments:

Please open the trails to mountain bikes. Here in Santa Barbara our trails our open. We also have a great program where bells are located at top and bottom of each trail for the mountain bikes. Many hikers day dream while hiking on trails and the bells are a perfect way to alert people that a bike is approaching. I am sure that every mountain bike user would welcome the bells to allow more access to trails. In Santa Barbara this works very well.

Even fellow mountain bikers ecourage their use. It would mean that a sign should be posted at the bottom of trails with donations that pay for the bells. But the sign should notify people that down hill bell use is required (not uphill). Often going up hill is slower than even running or sometimes even walking. No need for uphill trails to wear a bell. A proper sign can make things very clear. In Santa Barbara the mountain bike communittee is actually largely responsible for keeping the tails usable and cleared.

With appropriate signs and the 'bell system' in place I am sure that it will be a 'win' move for the parks and greatly increase the publics use of the trail systems and increase enjoyment for our nation.

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12555

P498-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P499

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Urehu#urvwkghC |dkrrlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#4-5<#DP#

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 11:29

Submitted by user: rpousman

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Pousman
Street Address: 20612 PCH
Street Address Line 2:
City: Malibu
Postal Code: 90265
State/Province: CA
Phone Number: 310-774-6472
Email: frostitude@yahoo.com

Comments:

Thank you for opening up the lines of communication. I completely support your efforts in working out functional multi-use trails in our state parks. As an avid mountain biker for over 20 years I can assure you the data shows that a well thought out plan can result in satisfying park experience for all involved parties.

P499-1

Thank you.
Robert Pousman

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12262>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P500

Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp %rq#hkdd#i#MF#d}rujoxeC |dkrrlfrp %#

Sent: Tuyl|/Qrytp eh#9/#5345#4=7<#DP #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 12:49
Submitted by anonymous user: [12.130.141.12]
Submitted values are:

--Contact 1--
First Name: J-C
Last Name: Poussin
Street Address: 35249 erving court
Street Address Line 2:
City: fremont
Postal Code: 94536
State/Province: CA
Phone Number:
Email: azorglub@yahoo.com

Comments:

First, I would like to thank CSP for the opportunity to make comments.

I appreciate that the CSP is taking steps to promote multi-use trails and I encourage the CSP to use the PEIR to provide more opportunities for cyclists.

I noted that your thorough study of trail use conflict shows that complaints about mountain bikers are few, incidents are fewer and accidents are rare.

However, the trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Ultimately, my financial support goes to entities that support my activities.

I sincerely hope that the CSP will make a concerted effort to increase its support of mountain biking.

Regards,

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12266>

P500-1
P500-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P501

NOV 13 2012

November 8, 2012

To: Northern Service Center CEQA Desk
California State Parks
One Capitol Mall, Suite 410
Sacramento, CA 95814

From: Carol Prager
1400 Cleveland Road
Glendale, CA 91202

Re: Road and Trail Change-In-Use PEIR

This is my response to the presentation held on October 27 in Glendale, by California State Parks staff and the consulting firm that was hired to put through unnecessary trail changes.

There is no need to make the proposed changes which have come about at the urging of a small contingent of mountain bikers. The presentation implied that equestrians and hikers are interested in making changes and this is absurd.

Historically it has been shown that hikers and equestrians cannot co-exist with mountain bikes due to the speed and ferociousness of the machines. My husband and I can no longer hike certain trails in Topanga State Park or Pt. Mugu State Park due to the constant threat of being hit and injured by bikers whose only purpose in being on the trails is to speed downhill when possible.

The power point presentation showing large rocks or boulders being placed randomly in various locations is ridiculous. Mountain bikers will remove them if they are infringing with their speed.

If the boulders are too heavy to move, the solution will be to make new trail cuts. Even without barriers, mountain bikers are notorious for either digging trails for BMX biking or going off established trails for more thrills and, thereby, making new trail cuts.

The power point presentation also showed that hikers yielded to the presence of mountain bikers. It has long been an established rule that equestrian have complete right of way with hikers next. Signs depicting this triangular right-of-way (horses at the top, hikers next and bikes at the bottom) have been placed around fire roads for years.

P501-1

P501-2

P501-3

(over) →

STOS E I VOM

As for the trail line of sight: equestrians and hikers would never request this since it is not needed for them.

P501-4

This change in use process is a brazen waste of taxpayer money. The whole purpose of including equestrians and hikers as user groups wanting changes is a sham. This is only being done for the mountain bike lobby.

P501-5

Carol Baeger

P502

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#hedwlnq#vheC sudlfrp #

Sent: Tuqj|#Qryhp eh#9/#5345#-59#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:26

Submitted by anonymous user: [99.108.167.102]

Submitted values are:

--Contact 1--
First Name: sebastien
Last Name: praly
Street Address: 140 figone ln
Street Address Line 2:
City: ben lomond
Postal Code: 95005
State/Province: CA
Phone Number: 8312460823
Email: seb@praly.com

Comments: I am a mountain biker. But the lack of support and legitimate trails for mountain bikers means I don't truly support state parks. I don't support by not paying for parking, I don't support by not volunteering for trail days, I don't support in paying more taxes. Instead I work with my local parks and donate time and money to enjoy what they have to offer for mountain biking. Want my support? Change your policies, open trails to mountain biking. If trails don't make sense for bikes, then they don't make sense for other users as well. I'll support closing poorly designed trails and volunteer to open new sustainable trails. I am an advocate, I love our lands and resources, allow us mountain bikers to help State Parks protect and enjoy the California treasures.

P502-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12316>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P503

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Uhr#^hfrsuddqwrC jp dlfrp `#

Sent: Z hqhvgd|/Qryhp eh#; #5345#; -64#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:31

Submitted by anonymous user: [76.102.195.230]

Submitted values are:

--Contact 1--
First Name: Reco
Last Name: Prianto
Street Address: 505 Lancaster Street 5
Street Address Line 2:
City: Oakland
Postal Code: 94601
State/Province: CA
Phone Number: 4152602452
Email: recoprianto@gmail.com

Comments: I use State parks and I love to mountain bike. I feel strongly that I should be able to enjoy both in the same setting.

P503-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13024>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P504

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#p dwkhz #p dwkhz suC jp dlfrp `#

Sent: Wkxugd|/Qryhp eh#<#5345#B-88#DP #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 06:55

Submitted by anonymous user: [69.181.77.131]

Submitted values are:

--Contact 1--
First Name: Matthew
Last Name: Price
Street Address: 1 Exclesior Ct #311
Street Address Line 2:
City: Oakland
Postal Code: 94610
State/Province: CA
Phone Number: 510-364-6243
Email: matthewpri@gmail.com

Comments: Thank you for opening up this public comment. I am grateful to the California state park system for its many multi-use trails. As a lifelong user of the California state park system as a cyclist and hiker I believe most trails can be converted to multi-use without the need to make any changes. Accidents involving cyclists and hikers are rare and in my experience are caused by someone violating current safety rules rather than the trails themselves.

P504-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13104>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P505

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Qrhdq#^qrhdq#sulhc jp dlfrp `#

Sent: Vxqgd/#Qryhp eh#58/#5345# =><#P #

To: FHTD#QVF#

Submitted on Sunday, November 25, 2012 - 21:09

Submitted by anonymous user: [76.102.59.109]

Submitted values are:

--Contact 1--
First Name: Noelani
Last Name: Price
Street Address: PO Box 855
Street Address Line 2:
City: Monte Rio
Postal Code: 95462
State/Province: CA
Phone Number:
Email: noelaniprice@gmail.com

Comments:

Thank CSP for the opportunity to make comments. We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thank you for your consideration

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12697

P505-1
P505-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P506

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Dvd#vultxhwC krwp dlfirp #

Sent: TuJd|/Qryhp eh#3/#5345#-58#DF #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 10:25

Submitted by anonymous user: [108.38.59.63]

Submitted values are:

--Contact 1--
First Name: Lisa
Last Name: Priestley
Street Address: 2250 23rd street
Street Address Line 2:
City: santa monica
Postal Code: 90405
State/Province: CA
Phone Number:
Email: trailquest@hotmail.com

Comments: Thank you for the opportunity to make comments. As a mountain biker and hiker I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. Although I understand the potential for trail use conflict between competing groups, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the "conversion analysis" to prevent the over-engineering of trails to account for every potential form of user behavior. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails. Thank you for your efforts.

P506-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13142

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P507

Sherry Prince
3964 Hillgrove Way
Carmichael, CA 95608

To Whom It May Concern,

There is a rumor that a meeting will be held on December 5th to decide whether current equestrian/hiking trails in the state should be opened to mountain bikers. As a regular horseback rider and hiker of the trails under consideration, I am worried for the mountain bikers as well as for those currently using the trails. There are many trails that are very narrow with steep drop-offs. For long stretches, these trails are single-track with nowhere to go to give way. There are blind corners with thick brush.

My husband, who is a mountain biker, says that part of the attraction of mountain biking is the ability to ride downhill fast – for many of the mountain bikers he has ridden with, too fast to stop in an emergency. On trails that are dedicated for mountain bikers, that might just mean a crash with perhaps a broken limb, but if horses are involved, the potential for serious injury for the biker, the rider, and the horse compounds that simple crash many times. By adding cyclists to these trails, we have taken 3 sports that are generally safe for everyone, and made them hazardous for everyone instead.

There are already trails that are multi-use which horseback riders typically avoid because of the danger bike riders present. There are also a trails dedicated to mountain bikers. I already often see mountain bikers on trails where they are not permitted, so I am appealing to you all to please retain these riding trails for the safety and enjoyment of all of us on foot.



P507-1

Thank you for your consideration.

Respectfully,

Sherry Prince
(916) 708-1554

P508

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#Dguhq#^dguhqC nrndwdlfrp `#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#-84#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 07:51

Submitted by anonymous user: [208.180.37.14]

Submitted values are:

--Contact 1--
First Name: Adrien
Last Name: Pritchard
Street Address: 1224 13th Street
Street Address Line 2:
City: Eureka
Postal Code: 95501
State/Province: CA
Phone Number: 707-822-7621
Email: adrien@kokatat.com

Comments:

I would like to thank CSP for the opportunity to make comments. I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails. Thank you for your time and consideration.

P508-1
P508-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13007

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P509

Statewide Trails

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#i#dfre#mnhC lqdcwifdcqhw#

Sent: P rggd|/6hfrp eh#6/#345#4-54#DP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 12:21

Submitted by anonymous user: [24.5.193.154]

Submitted values are:

--Contact 1--
First Name: Jacob
Last Name: Pritchett
Street Address: 1121 Wellington st
Street Address Line 2:
City: Oakland
Postal Code: 946021
State/Province: CA
Phone Number:
Email: jake@ianalytical.net

Comments:

I want to thank CSP for the opportunity to make comments.
I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails

P509-1
P509-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13263

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P510

State Park trails

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State Park trails

Ingeborg Prochazka [ingebike@yahoo.com]

Sent: Friday, November 23, 2012 5:24 PM

To: CEQA NSC

Cc: Mary Ann Webster [mawebster1984@sbcglobal.net]

Please restrict mountain bike use to dirt fire roads. Cyclists damage the hiking trails. Hikers maintain trails on an ongoing basis. It is not safe for hikers to share the narrow trails with cyclists.

⌋ P510-1

Ingeborg Prochazka

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P511

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dyb#ggsurfwhuC krwp dbfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#4=57#P #

To: PHTD#QVF#

Submitted on Saturday, November 17, 2012 - 00:24

Submitted by anonymous user: [67.188.144.10]

Submitted values are:

--Contact 1--
First Name: David
Last Name: Procter
Street Address: 18 Coleman Ct
Street Address Line 2:
City: San Carlos
Postal Code: 94070
State/Province: CA
Phone Number: 650-555-1212
Email: ddprocter@hotmail.com

Comments:

Hi CSP -

I would like to express my support for mountain biking on multi use trails, and I believe bikers, hikers and horses can safely coexist in a multi-use area given appropriate ground rules and signage for yielding rules for bikers. There's been some suggestion that trail study is needed to ensure specific trails are altered for bike access. I don't believe extensive analysis or study is necessary here, or trail alteration of any kind - bikers routinely make do with existing obstacles and trail features.

Overall, bikers represent a passionate new generation of environment advocates and outdoor enthusiasts, and opening trails to bikers will recruit many new 'fans' of the state park system, resulting in a dramatic increase the number of state park advocates in the voting population, bolstering the long term growth of the state park system and ensuring an electorate who routinely protects against impacts to state park budgets in their voting decisions.

Thank you
Dave Procter
San Carlos, CA

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12409>

P511-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#ci#Nhg#Nsur8333C p hlfpr #

Sent: TuJd|#Qryhp eh#9/#5345#7-6: #EP #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 17:37

Submitted by anonymous user: [206.176.243.74]

Submitted values are:

--Contact 1--
First Name: Ken
Last Name: Prosser
Street Address: 126 Cooks Court
Street Address Line 2:
City: Napa
Postal Code: 94558
State/Province: CA
Phone Number: 707-738-8500
Email: Kpro5000@me.com

Comments:

Thank you for the opportunity to make comments.I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P512-1

P512-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12371

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P513

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ri#Dmq#Dgsxug|C |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#53/#5345#=#34#DP #

To: FHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 08:01

Submitted by anonymous user: [69.224.151.31]

Submitted values are:

--Contact 1--
First Name: Allen
Last Name: Purdy
Street Address: 8012 Marigola dr
Street Address Line 2:
City: El dorado hills
Postal Code: 95762
State/Province: CA
Phone Number: 9163656618
Email: Adpurdy@yahoo.com

Comments:

Thank you for the support you have developed for mountain biking access. Your work to streamline the process reveals a sensitivity to eliminating tactics which use complicated time and money issues to obfuscate access.

I would like to caution the Dept. against over-engineering new or extant trails for every possible use under the sun. It is unnecessary especially in areas which see so little use. In addition I hope to see mountain bike usage as distinctly different than than amusements, businesses and athletic fields (State Code P.4.14-3). While mountain bike accessable trails may be attractive, so are hiking trails for hikers; they are simply a vital part of enjoying a park's natural features.

The trails between browns ravine and sweet water at Folsom lake see very few horse riders and would be a great addition to multi use. An odd even day for users is also a fair way to share.

Thank you.

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12586

P513-1
P513-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P514

Statewide Trails

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Statewide Trails

hjrC p edlfrp #^hjrC p edlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#B=44#BP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:11

Submitted by anonymous user: [97.93.77.83]

Submitted values are:

```

--Contact 1--
First Name: Randall
Last Name: Putz
Street Address: POB 1625
Street Address Line 2:
City: Big Bear Lake
Postal Code: 92315
State/Province: CA
Phone Number:
Email:

```

Comments: Yeah California State Parks! Mountain biking is a great way for Californians to better enjoy, appreciate, and preserve our natural resources. I applaud and encourage your efforts to better embrace mountain biking as a positive use of our State Parks.

┆ P514-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12871>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P515

Statewide Trails

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdd#ci#rkq#p rvwwhuvrc jp dlfrp #

Sent: Vxqgd|/Qryhp eh# ; #5345# #43#P #

To: FHTD#VF#

Submitted on Sunday, November 18, 2012 - 21:10

Submitted by anonymous user: [69.230.103.52]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Quaglia
Street Address: 12700 Robinson Rd.
Street Address Line 2: None
City: Nevada City
Postal Code: 95959
State/Province: CA
Phone Number: 530-559-3527
Email: mossterioso@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P515-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P515-2

Thank you.
John Quaglia

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12522

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#i#Ehw|#ehw|itx.lqrc nhwfkxp lfrp #

Sent: Z hgqhvgd|/dQryhp ehuf; #5345#-43#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 18:10

Submitted by anonymous user: [98.248.140.43]

Submitted values are:

--Contact 1--
First Name: Betsy
Last Name: Quinn
Street Address: 2568 Vineyard Rd.
Street Address Line 2:
City: Novato
Postal Code: 94947
State/Province: CA
Phone Number: 415-310-1715
Email: betsy.quinn@ketchum.com

Comments:

Our family of avid hikers and mountain bikers is eternally grateful to CA State Parks for advancing more multi-use trails for recreation, exercise and enjoyment, and examining ways to welcome bikes on more narrow or single-track trails. Our oldest son has been a mountain biker since age 8. Growing up in Marin County was difficult for a mountain biker given very limited access to trails in open space. However, he's had a very different and pleasant experience in Santa Barbara during his past four years at college at UCSB where the entire trail system (with pretty much the exception of one trail) is open to all users -- and the system functions harmoniously and extremely well, even on narrow multi-use trails. His experience seems to be very consistent with the findings of your study. Clearly, cyclists must give other users the right of way in Santa Barbara, and they also wear bells - a very effective alert system. But he's found that where there's equal access, there's also assumed equal responsibility to respect the rights, safety and experience of other trail users (in contrast, where there's an imbalance in access, there tends to acrimony and conflict - as in Marin). Because we've seen it work, we believe that narrow trails can function as multi-use trails with bells and other tools and means like alternate or designated day use. We also believe that well-built narrow trails tend to suffer far less erosion than wide trails - and we would encourage the parks to be especially judicious with its trail conversion analysis on which trails need altering and engineering. This could lead to excessive and potentially unnecessary spending. Please consider that hundreds of trails in the parks have performed and held up well under multi -use conditions for years, and never been altered for additional uses. Finally, a code referenced on page 4 limits the development of "attractions" in State Parks. We hope that this code will not be applied to trails or used as a reason to classify trails as "attractions" simply because they're being used for recreation and enjoyment. We have to believe this code was intended to prohibit the construction of commercial or physical structures. Trails are an incredible and beautiful public asset to CA residents. We are blessed to live in cities with access to nature in our own backyards. Getting out and exercising has never been more important to the health of our nation. Thank you for providing this access to our residents and recognizing that mountain biking is a safe and appropriate

P516-1

P516-2

P516-3

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

Statewide Trails

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recreational use of our trail systems. Please use the PEIR to provide much needed, appreciated, and long-awaited, trail opportunities for mountain biking.

I P516-3
cont'd

Sincerely,
Betsy Quinn, on behalf of Timothy Quinn and our children - Ryan, Kellyanne and Katey

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13078>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dylg#gntxlwoc krwp dlfrp #

Sent: Z hqghvgd|/Qryhp eh#5; #5345#3-4<#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 11:19

Submitted by anonymous user: [24.7.165.179]

Submitted values are:

--Contact 1--
First Name: David
Last Name: Quintel
Street Address: 124 Valley View Dr.
Street Address Line 2:
City: Oroville
Postal Code: 95966
State/Province: CA
Phone Number: 530 521-1987
Email: dequintel@hotmail.com

Comments:

I would like to thank California State Parks for the opportunity to comment on the Multi-use trails system. I have been a hiker and Mountain Biker for over 20 years with no negative interactions. We have however had a large portion of our trail system in the Lake Oroville area reverted back to single use for equestrian/hiker only. I see a much larger population of campers and day use visitors at the parks with bicycles as compared to horses. Only to find out the bikes are not allowed on the trails with the exception of on gravel maintenance road. I whole heartedly support the PEIR and would like to see the trails brought back to a more equitable statis.

P517-1

Thanks,
Dave Quintel
530 521-1987

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13045

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P518

Statewide Trails

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#i#Nhg#nz udljkC jp dlfrp #

Sent: Wxhvgd|/4Qryhp eh#5:/#5345#7=67#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:34
Submitted by anonymous user: [24.199.3.82]
Submitted values are:

--Contact 1--
First Name: Ken
Last Name: Raleigh
Street Address: 27441 Tourney Road #200
Street Address Line 2:
City: Valencia
Postal Code: 91355
State/Province:
Phone Number: 6613731426
Email: kwraleigh@gmail.com

Comments:

Thank you for the opportunity to make comments on this very important issue.

I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thank you again for your consideration.

Ken Raleigh

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12847>

P518-1
P518-2

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P519

Statewide Trails

Page 1 of 1

Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#SkL#kwdqgvskwC jp dldfrp #

Sent: P rggd|/6hfrp eh#B6/#345#5=75#6P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 15:42

Submitted by anonymous user: [98.207.55.139]

Submitted values are:

--Contact 1--
First Name: Phil
Last Name: Ralph
Street Address: 6017 Snell Ave, #449
Street Address Line 2:
City: San Jose
Postal Code: 95123
State/Province: CA
Phone Number: 408-712-0771
Email: hillsandspills@gmail.com

Comments:

Thank you for giving us the opportunity to make our voices heard!

All users should be allowed to enjoy trails that can be suited to their use. It has been showed that allowing trails to be open to mountain bikes can be a sustainable way to keep trails maintained and enjoyed by a wider audience. In fact, there are many organizations statewide that actively use their members to better maintain trails - sparing California some much needed funds!

P519-1

Thanks!

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13277>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P520

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#lyhn#ylyhndp dqC |dkrrlfrp `#

Sent: Vdwxgd|/Qryhp eh#: #5345#3=77#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 11:44

Submitted by anonymous user: [208.72.143.99]

Submitted values are:

--Contact 1--
First Name: Vivek
Last Name: Raman
Street Address: 77 Van Ness Ave.
Street Address Line 2:
City: San Francisco
Postal Code: 94102
State/Province: CA
Phone Number: 4159740100
Email: vivekraman@yahoo.com

Comments:

Great to have the opportunity to contribute to the decision making process.

I appreciate the major steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P520-1

P520-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12428

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P521

Untitled Message

Page 1 of 1

Objgd#Udssrsruw#odssC vefjoredqhw#

Sent: z hgqhvgd|/Qryhp ehuf; #5345#: -45#SP #

To: FHTD#QVF#

To Whom It May Concern:

I was a volunteer Park Ranger with the Santa Monica Conservancy and the National Park Service for 10 years. I was in the Mounted Patrol Unit and patrolled Wilarce, Franklin Canyon, Fryman Canyon and Malibu. I am also a Licensed Contractor and Licensed Landscaper, with a specialty in Hillside drainage and repair, I have 30 years experience in this profession and have been called as an expert witness for pretrial, deposition, and trials in over 30 cases involving environmental assessment, landslides, flood damage, and erosion.

I am writing you this letter with the hope that you might reconsider your position about allowing mountain bikes the use of horse trails. Needless to say the liability alone would be enough deterrent. As a Park Ranger 99% of the accidents and complaints involved mountain bikes and their inability to negotiate steep hills, sharp turns, and control speed where pedestrians, including children. walked. Horses could only add to this dangerous mix. The only fatal horses accident in a park that I can recall involved a mountain bike speeding around a hillside turn.

There isn't enough words to express my concern over safety, so I will go on to the environmental hazards bikes pose to mountain tails and natural water ways.

I would be happy to present my concerns in person with documentation to back up the above mentioned research. In my opinion allowing montain bikes within parks where horses are allowwed is a receipe for disaser. Horses are easiliy spooked by objects coming towards them. a rider could be thrown or wose horse and rider could go over a steep mountain pass.



P521-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P522

California State Parks Road and Trail Change-in-us Evaluation Process

Page 1 of 2

California State Parks Road and Trail Change-in-us Evaluation Process

Objgd#Jdssrsruw#^adssC vefjaredqghw#

Sent: P rggd|/6hfnp eh#6/#6345#; -66#DP #

To: FHTD#QVF#

CC: adssC vefjaredqghw#

To Whom It May Concern:

I was a volunteer Park Ranger with the Santa Monica Conservancy and the National Park Service for 10 years. I served in the Mounted Patrol Unit and patrolled Wilarce Park, Franklin Canyon, Fryman Canyon, Coldwater Park, and Malibu Canyon Park.

I am also a Licensed Contractor and Licensed Landscaper, with a specialty in Hillside drainage and repair, I have 25 years experience in this profession and have been called as an expert witness for pretrial, deposition, and trials in over 30 cases involving environmental assessment, landslides, flood damage, and erosion.

I am writing you this letter with the hope that you might reconsider your position about allowing mountain bikes the use of the upper trails, with horses and pedestrians. Needless to say the liability alone would be enough deterrent. While patrolling the parks, 99% of all accidents and complaints involved mountain bikes and their inability to negotiate steep hills, sharp turns, and control speed where pedestrians, including children walked. Horses only add to this dangerous mix. The only fatal horse accident in a park that I can recall involved a mountain bike speeding around a hillside turn.

Rather than recite research data which is still in its infancy stage and left up to interpretation, I will quote directly from the San Francisco Mountain Primer and the International Mountain Biking Association (IMBA). Both favor unrestricted use of bikes on open trails and reviewed environmental impact of mountain biking. The following are their conclusions and recommendation.

Even though there are rules regarding controlling bikes and "non trail riding", it has been stated that it is "very difficult to control bikes when going down very steep a winding paths. Lower gears are recommend. The problem of boot legged trails destroying sensitive plant life and disrupting animals is an on going concern. It is suggested that bikers adhere to the rules."

In reality all forms of recreation can damage trails, but the weight of the bike and the speed of the bike results in increased momentum and hence much greater horizontal shearing forces on the soil. Bike tires are knobby and tend to rip up the soil, loosening it and allowing rain to wash sediment away. This especially happens when skids, stops, starts, and turns occur. Mountain bikers themselves use the term "shred trails" which is exactly what the knobby tires on the bikes are supposed to do.

Besides sediment and soil erosion, the tires make ruts in the soil over continued use.

P522-1

P522-2

P522-3

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

These ruts compact and become larger over time and use. "Wet dirt is damaged even more by tires than it is by hooves or feet because tires tend to channel water rather than shed water". During the rainy season water collects in these ruts and diverts run off from the natural water course. This further causes erosion of hillsides and trails. I have observed this personally on Tree People and Coldwater Park. Trail maintenance needed to be increased, and mulching needed to be placed along paths especially near the down-slope for additional protection in the winter months. It is even more problematic if bikes are allowed the use of trails after a rain or when trails are still saturated with moisture. "The ruts become channels and then act as trenches sending water down the trail. Some parks are trying to mitigate this problem by putting a plastic matrix or other non organic materials under the trails." It has been recommend in IMBA that the parks increase their maintenance to avoid the erosion caused by bikes. Additional grading and preventive measures will need to be on going". And as stated in the article in IBMA, trail design and management are the major factor of environmental degradation. Managers should correct design related deficiencies. This I assume will have to be the burden of tax payers?

P522-3
cont'd

Another problem encountered is bikes skidding or sliding around corners causing lateral erosion and widening of the trail. Allowing the bike to run off the trail causes more erosion on the trail edge. The potential for slump failure and landslides are increased. Once the trail is damaged, it deteriorates even if no one rides on it anymore. And of course water will only continue to make it worse.

P522-5

As I mentioned all of this material and studies can be obtained in the above mentioned articles. Although I am an equestrian, I'm in favor of allowing everyone the quiet enjoyment of nature and the access to parkland. Mountain bikers are no exception. Just not their bikes.

P522-6

Sincerely,
Linda Rappoport, President
Priority Construction

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P523

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#ci#Uln#^dfhuwfn96:C krwp dlfrp #

Sent: Prqgd|/Qryhp eh.#</#345#=#48#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 14:15

Submitted by anonymous user: [71.165.162.98]

Submitted values are:

--Contact 1--
First Name: Rick
Last Name: Reed
Street Address: 11169 Rosarita Dr
Street Address Line 2:
City: Loma Linda
Postal Code: 92354
State/Province: PA
Phone Number:
Email: racerrick637@hotmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P523-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P523-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12565

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P524

Statewide Trails

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#ci#kdqh#iruhwgdz jC krwp dlifrp #

Sent: Wxhvgd|#hfrp eh#7#5345#4=54#DP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 12:21

Submitted by anonymous user: [12.248.108.202]

Submitted values are:

--Contact 1--
First Name: Shane
Last Name: Reed
Street Address: 1452 fairhaven dr
Street Address Line 2:
City: san jose
Postal Code: 95118
State/Province: CA
Phone Number: 408-366-1428
Email: forestdawg@hotmail.com

Comments:

Hello, as a long time cyclist I believe in the health benefits of getting outdoors and enjoying nature. I love to mtn bike and have been doing it for over 20 years. In that time I have had a great time sharing trails with other people that hike, or ride horses and feel that I can take my mtn bike on almost any trail out there. It could be rocky, or smooth, it could be steep or or have a mellow grade, they are all fun.

P524-1

I also volunteer at least 50 hours a year to working in state forests doing trail maintenance and feel that the mtn bike community loves pitching in to help keep trails in good repair after storms bring down trees, or water erosion causes damage.

I have personally seen trails that were previously deemed not safe to ride bikes on be opened to cycling and enjoyed by many cyclists. There is not a larger need to change these trails to accommodate cycling as many cyclists like to ride on the natural, narrow trails that are challenging. Mtn bikers are a hardy bunch of self reliant types and in general do not enjoy trails that have been made wider or smoother.

P524-2

I'd like to thank you for listening to cyclists input on this issue and for your hard work in working towards adjusting the existing use designations.
-Shane Reed

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13330

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P525

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#jdu|#^jdunhqwC vefjaredqhw#

Sent: Tuqj|/Qryhp eh#9/#5345#=#79#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:46

Submitted by anonymous user: [75.42.67.45]

Submitted values are:

--Contact 1--
First Name: Gary
Last Name: Reents
Street Address: 4751 Haase Drive
Street Address Line 2:
City: Fair Oaks
Postal Code: 95628
State/Province: CA
Phone Number: 9169678912
Email: gareents@sbcglobal.net

Comments:

First and foremost, I would like to thank California State Parks (CSP) for the opportunity to make comments. I appreciate the major steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I believe it is very important to note that the in-depth study of trail use conflict shows that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior.

The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.

P525-1

P525-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12324

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

P526

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Grxj#guh|qrcvC fhv5333lruj #

Sent: Wxhvgd|#Qryhp eh#5:#5345#6-85#8P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:52

Submitted by anonymous user: [64.21.221.61]

Submitted values are:

--Contact 1--
First Name: Doug
Last Name: Reynolds
Street Address: 7800 Arroyo Cl St C
Street Address Line 2:
City: Gilroy
Postal Code: 95020
State/Province: CA
Phone Number:
Email: dreynolds@cet2000.org

Comments: Henry Coe Park is a great example of healthy mix of Mtn Bikes, hikers and equestrian use. Mtn bikes can safely mix with hikers and result in minimum environmental impact.

P526-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12830>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P527

Statewide Trails

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Statewide Trails

lqrC p edlfrp #lqrC p edlfrp #rq#hkdc#ci#Eudq#eukrdghv34C jp dlfrrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#-58#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 08:25

Submitted by anonymous user: [76.174.29.47]

Submitted values are:

--Contact 1--
First Name: Brian
Last Name: Rhoades
Street Address: 1959 20th St.
Street Address Line 2:
City: Santa Monica
Postal Code: 90404
State/Province: CA
Phone Number: 310-343-2192
Email: brhoades01@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P527-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P527-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13009

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P528

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#ehkdc#ci#nehffd#nehffdwC |dkrrlfrp #

Sent: P rggd|/Qryhp eh.#</#345#<=49#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 22:16

Submitted by anonymous user: [76.102.119.229]

Submitted values are:

--Contact 1--
First Name: rebecca
Last Name: rhodes
Street Address: 878 lewis ave
Street Address Line 2:
City: sunnyvale
Postal Code: 94086
State/Province: CA
Phone Number: 650-269-6724
Email: rebeccarsr@yahoo.com

Comments:

- I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
•I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
•i appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare

P528-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12581

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P529

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ur|#ufkduvrg;38C jp dlfrp #

Sent: Z hgqhvgd|#Qryhp eh#;#5345#-35#SP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 18:02

Submitted by user: Richardson805

Submitted values are:

--Contact 1--
First Name: Roy
Last Name: Richardson
Street Address: 1758 Euclid Ave
Street Address Line 2:
City: Camarillo
Postal Code: 93010
State/Province: CA
Phone Number:
Email: richardson805@gmail.com

Comments:

I think it is great that you are allowing the public to comment on the PEIR. It is wonderful that the CPS has taken steps to allow trails to be multi use. My son and I are avid cyclists and hickers and cannot express the joy that the trails have provided to us. It is refreshing that the study shows that multi use trails work and that negative encounters between different users are not common place. Converting trails to multi use does not seem overly complicated, as there are many volunteers that are eager to work on trails. Though we must be careful to not sanitize the trails to a high level, as when enjoying the outdoors traversing natural terrain is an important factor.

P529-1

I read in the report that a state code that restricts park development is referenced. It stated that things should not be developed that become the main attraction of the park. The code is there so that basketball courts, sports fields, or eateries are not built on the park land. The parks only attraction should be the natural trails and nature itself.

P529-2

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13081>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P530

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkdd#ci#wrgg#vhnqg5wrggC krwp dldfrp %#

Sent: P rggd|/6hfrp eh#6/6345#3-68#DP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 11:35
Submitted by anonymous user: [12.200.137.254]
Submitted values are:

--Contact 1--
First Name: Todd
Last Name: Richardson
Street Address: 105 Sierra Mesa PL
Street Address Line 2:
City: Auburn
Postal Code: 95603
State/Province: CA
Phone Number: 9167171756
Email: send2todd@hotmail.com

Comments:

Thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails

P530-1
P530-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13261>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P531

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#lul#hulfkwhu jlrifrp #

Sent: TuJd|#Qryhp eh#9/#5345#5-67#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:34

Submitted by anonymous user: [12.53.17.3]

Submitted values are:

--Contact 1--
First Name: Eric
Last Name: Richter
Street Address: 4622 Fairway Drive
Street Address Line 2:
City: Soquel
Postal Code: 95073
State/Province: CA
Phone Number:
Email: erichter@giro.com

Comments:
Dear Staff and Managers of California State Parks

As a lifetime resident of California and user of California State Park facilities, I'd like to Thank CSP for the opportunity to make comments.

I am grateful for the major steps that CSP has taken to promote multi-use trails, and urge you to use the PEIR to provide much-needed access to trails for more users, including cyclists.

As a hiker and cyclist, I am glad to know that in-depth study of trail use conflicts shows that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, the number of complaints and accidents are statistically small.

I am aware that the trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations that in some cases might be unwarranted. From my own personal experience, I know that some trails in use today have never been specifically altered for multi-use, yet they have functioned adequately for years. Obviously care must be exercised in the use of such trails, and stewardship is essential to maintain park resources. But I also urge that CSP use conversion analysis to prevent the over engineering of trails that might drain resources and delay access for prolonged periods of time.

Thank you for your time, effort and consideration. Keep up the good work!

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12285

P531-1
P531-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P532

Statewide Trails

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Statewide Trails

Mdq#Ubjz d|#^mujz d|44C jp ddfrrp '#

Sent: Vxqgd|/G hfrp eh#5/#5345#; -8<#SP #

To: FHTD#QVF#

Cc: Mdq#Ubjz d|#^mujz d|44C jp ddfrrp '>#D|qqh#Kdjk#f#e#kdkkC yhu|rqzghw'

Environmental Coordinator

As a frequent hiker, enthusiastic naturalist, and long time docent in our state parks, I have serious concerns about changing any of our narrow mountain trails to a multi-use designation. These footpaths provide people of all ages the chance to enjoy wandering quietly in our great local outdoor environment. Lets keep these narrow trails free of speeding mountain bicycles that can be a serious threat to the safety of walkers.

P532-1

I would particularly like the Musch Trail in Topanga State Park to keep its current designation of UNSUITABLE for multi-purpose use. It should remain this way so that it can continue to be used, as it is today, for introducing school children, via docent-led walks, to the wonders of nature, helping them learn about our unique environment, and also to give others an opportunity to enjoy a quiet, and safe, stroll in the open air. It can continue to be a place for families to enjoy a "nature "experience" away from the rush & stress of city and suburban life.

P532-2

There are many fire roads that can be used to provide a safer ride for cyclists. And they are generally wide enough to allow walkers to keep safely out of their way.

P532-3

Jean Ridgway

Docent, Topanga State Park

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P533

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ri# fkdh#p hnhshC |dkrrlfrp #

Sent: TuJd|/Qryhp eh#3/#5345#=#74#SP #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 20:41

Submitted by anonymous user: [209.119.54.132]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Riepe
Street Address: 762 Schiele Ave
Street Address Line 2:
City: San Jose
Postal Code: 95126
State/Province: CA
Phone Number: 408-365-4746
Email: mike.riepe@yahoo.com

Comments:
To whom it may concern,

Thank you California State Parks for your recent efforts to promote the adoption and expansion of multi-use trails within the CSP system, and thank you for giving the public the opportunity to make comments on the proposal.

I am a frequent user the the State Parks as a hiker, backpacker, and mountain biker. On many trail systems that allow mountain bikes, including the Bay Area Open Space Preserves, I see very good relationships between the hikers and cyclists, with few if any conflicts. In general, all users are courteous to each other. I would expect that multi-use trails within the CSP system would have the same success, and I'm sure your own studies would support this conclusion.

P533-1

Furthermore, especially given the CSP's current budgetary problems, the additional user base contributed by mountain bikers could bring in sorely needed new revenue. On many OSP trails, mountain bikers seem to outnumber hikers (by my subjective count) 10 to 1 or more.

P533-2

I urge you to utilize the PEIR to provide much needed additional mountain biking opportunities for your users. However, I am concerned that the proposed trail conversion analysis system will prove to be too cumbersome and timing consuming, and result in a great deal of unnecessary and unwanted trail alterations. In general, most mountain bikers (except complete beginners) prefer simple singletrack trails with a wide variety of natural trail features. We do not want smooth wide trails with water bars and bridges and stone borders. In general, except when trails are wet, mountain bikes do minimal damage to trails, and hiking trails need minimal if any modifications to support mountain bike use. Please do not over-engineer the multi-use trails!

P533-3

To take this process one step further, you may find opportunities to add trails specifically for mountain bike use. Again, this could be an opportunity to increase park use and generate additional revenue. Mountain

P533-4

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

Statewide Trails

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bikers prefer "flowey" trails that follow the natural contours of the land, with stunning vistas and challenging terrain. Mountain bike specific trails often contain engineered features such as raised berms, log bridges, and loopey paths that do NOT take the straightest path from A to B. Such trails may not be appealing to hikers, who often do want to take the shortest possible path. The trail crews at IMBA are experts at this type of trail building, and I encourage you to work with them on a pilot project or two as a demonstration or experiment. My suggestion is to take a look at Henry Coe State Park. It is a huge park, yet it has very few trails. Most of the hiking and mountain bike access to the park is on extremely steep and un-scenic fire roads. There is a huge opportunity to increase utilization of this park (which is threatened by closure due to low attendance) if more single-track multi-use trails were to be constructed.

P533-4
cont'd

Thank you for your attention and hard work in this area!

-- Michael Riepe

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13192>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P534

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#kch#xchundqC |dkrrlfrp #

Sent: Z hqghvgd|/Qryhp eh#; #5345#; -4<#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:19

Submitted by anonymous user: [75.20.181.250]

Submitted values are:

--Contact 1--
First Name: Julie
Last Name: Riklin
Street Address: 9645 Stonecrest Blvd
Street Address Line 2:
City: San Diego
Postal Code: 92123
State/Province: CA
Phone Number: 619-300-7325
Email: julieriklin@yahoo.com

Comments:

Thank you so much for allowing us to make comments! I am a mountain biker and LOVE riding. I really appreciate you taking the time to look at allowing us to use more trails in the CSP system. My friends and I are always courteous and respectful of the trails as well as other users.

Please note that are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately so please do not think you need to alter them. I understand the State has a budget crisis and would not want them to spend time or money making alterations. We would just love to have more trails to enjoy riding at our state parks! :)

Thanks again! Julie

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13020>

P534-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#i#lp #M p ulydC ulghp weIfrp #

Sent: P rggd|/6hfrp eh#6/#345#=-65#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 22:32

Submitted by anonymous user: [174.253.245.46]

Submitted values are:

--Contact 1--
First Name: Jim
Last Name: Riva
Street Address: 581 Foster City Blvd. #200
Street Address Line 2:
City: Foster City
Postal Code: 94404
State/Province:
Phone Number:
Email: Jimriva@ridemtb.com

Comments:

I support the proposed changes. So the MTB bicycles can use trails in our State Parks without expensive environmental reports. Horses do more damage to the park environment than bicycles.
Thank you.

P535-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13300>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P536

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Nhd#NhdrehwC p df1frp #

Sent: Tuqj|/Qryhp eh#9/#5345#-65#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 18:32

Submitted by anonymous user: [12.71.243.163]

Submitted values are:

--Contact 1--
First Name: Keli
Last Name: Roberts
Street Address: 552 South Euclid Ave #2
Street Address Line 2:
City: Pasadena
Postal Code: 91101
State/Province: CA
Phone Number: 626-345-5540
Email: Keliroberts@mac.com

Comments: I am a mountain biking enthusiast and love being out in nature riding, it's so much safer than being on the road. I've been hit by cars three times over the past 10 years. I always stay on the trails and respect nature, I also respect other trail users like hikers, and horse riders. All my friends I ride with are all the same, we all love and respect the trails!

P536-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12381>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P537

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#skls#yhrsksk krwp dlfrp #

Sent: Tuqj|/Qryhp eh#3/#5345#5=39#5P #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 15:06

Submitted by anonymous user: [99.42.142.230]

Submitted values are:

--Contact 1--
First Name: Philip
Last Name: Roberts
Street Address: 539 Merrimac St
Street Address Line 2:
City: Oakland
Postal Code: 94612
State/Province: CA
Phone Number: 415-760-4799
Email: velophil@hotmail.com

Comments:

Thank you CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.
We the people that ride mountain bikes would really appreciate access to trails besides the wide open fire-roads that are heavily used by hikers and dogs that are off leash. The un-technical aspect of these dirt roads encourage higher speeds and are not as fun as the more technical single and double-track trails which require slower speeds. We are even open to the requirement of special permits to allow us to ride on single and double-track trails. There are less conflicts on these trails as there are much fewer

P537-1

P537-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

Statewide Trails

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horseback riders (like my wife) and fewer people in general on these smaller trails as opposed to the fire roads.
Thank you for considering us tax-paying citizens.

I P537-2
cont'd

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13155>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc lp edlfrp #^lqrc lp edlfrp #rq#hkdd#ci#uj#^ferrwgrfC krwp dlfrrp #

Sent: Vxqgd/|Qryhp eh#; #5345#3=74#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 11:41

Submitted by anonymous user: [63.196.195.185]

Submitted values are:

--Contact 1--
First Name: greg
Last Name: robertson
Street Address: 1101 ella st
Street Address Line 2:
City: san luis obispo
Postal Code: 93401
State/Province: CA
Phone Number: 8054341869
Email: cboothdoc@hotmail.com

Comments:

Thank you for the opportunity to make comments!
We appreciate the major steps that the Parks has taken to promote multi-use trails. There is much needed trail opportunities for cyclists.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior.

The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.

Sincere thanks,
Greg Robertson and family

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12489

P538-1

P538-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

Subject: Statewide Trails

Sent: Friday, November 30, 2012 13:13

To: PHTD@VP#

Submitted on Friday, November 30, 2012 - 13:13
Submitted by anonymous user: [75.83.221.65]
Submitted values are:

--Contact 1--
First Name: jeanne
Last Name: robertson
Street Address: 810 sausalito dr.
Street Address Line 2:

/sessionWorkflow/basketWorkflow/basketSelection/paymentAccountSelection/selectedAccount/paymentMetho
City: Camarillo
Postal Code: 93010
State/Province: CA
Phone Number: 8053687924
Email: jeanne2515@hotmail.com

Comments: When considering opening new Mt. bike trails I respectfully request that the Park Service reopen the "Upper Sin Nombre" or "Art's Trail" located in the Sycamore Cove area in Malibu. This was closed because of possible Chumash Indian relics and burial site. Since it has been closed for quite some time I would like to see this trail in use again. Many mountain bike riders are of the same opinion. I see some riding illegally on this trail. I do respect the law and do not use the trail.

P539-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13149>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P540

Use of trails in Topanga State Park.

Page 1 of 1

Use of trails in Topanga State Park.

MLP #16ueuwC gvch{whp h1frp #

Sent: Wxhvqd|/B hfhp eh#B 7/5345#4-46#SP #

To: FHTD#QVF#

Cc: o|qqh#Kdljk#de1kdljkC yhu|rq1ghw'

To whom it may concern,

I have been told that consideration has been given to the deplorable idea of allowing bikes to share single track trails with hikers! This is absolutely disgusting! Us walkers have less and less places to go where we can just enjoy the trail and the quiet without being blasted by a bike flying by! Our safety is at stake, enjoyment of the quiet trail is at stake and destruction of the trail and environment is at stake! Bikers already have plenty of places to ride in the mountains. It is obscene to keep encroaching on single track hiking/walking trails. The time to stop this senseless creeping encroachment is now!

P540-1

Jim Robertson
Naturalist
310-395-0943
j3brbts@dslextreme.com

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#Ure#ufurelvC jp dlfrp `#

Sent: P rggd|/Ghfrp eh#B6/#5345#: -48#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 20:15
Submitted by anonymous user: [204.195.119.153]
Submitted values are:

--Contact 1--
First Name: Rob
Last Name: Robins
Street Address: 8419 East hidden Lakes Drive
Street Address Line 2:
City: Granite Bay
Postal Code: 95746
State/Province: CA
Phone Number: 9168476693
Email: rcrobins@gmail.com

Comments:
Why are we MT biker designated to only certain trails when as a group we outnumber horse owners by a large margin. It seems unfair since the funds that MT bikers pay/donate to park to gain acces to these trails is a larger portion than horse owners yet we only get to use a very small portion of these trails. Far more people are able to use the trails on a MT bike than a horse. Give more access to MT bikers and the funds that you collect will go up!
Is there any way that you can open up the trail system from Auburn to Granite Bay.

P541-1

Thanks

Rob

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13289>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#udqn#i{IC krwp dlfrp `#

Sent: Prqgd|/Qryhp eh.#</#345#=#35#DP#

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 10:02

Submitted by anonymous user: [98.189.10.60]

Submitted values are:

--Contact 1--
First Name: Frank
Last Name: Romagnano
Street Address: 28 El Morro
Street Address Line 2:
City: RSM
Postal Code: 92688
State/Province: CA
Phone Number: 949.874.4001
Email: fxii@hotmail.com

Comments:

First of all, thank you for taking the time and resources to review the addition of mountain biking in more of California's State Parks. I presently enjoy riding in Southern California State Parks to include Whiting Ranch, El Moro, Santiago Oaks and more.

The key component to consider when looking into adding mountain bike trails is that these trails can be used by EVERYONE!!! Hikers, bikers, equestrian can all share trails successfully as proven in our local area. When you approve and open more trails, you are giving everyone an opportunity to enjoy the park in a broader sense.

Thanks again for your efforts to review and open more trails.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12547

P542-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#fkduw#^fkdvurp dc fr{lqhw#

Sent: TuJd|#Qryhp eh#9/#5345#-56#8P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:23

Submitted by anonymous user: [184.183.167.239]

Submitted values are:

--Contact 1--
First Name: Charles
Last Name: Romano
Street Address: 3033 Cottonwood View Drive
Street Address Line 2:
City: El Cajon
Postal Code: 92019
State/Province: CA
Phone Number: 619 5900161
Email: chasroma@cox.net

Comments:

Thanks for letting me share my thoughts and concerns. I really appreciate the major steps that CSP has taken to promote multi-use trails and I hope you will use the PEIR to provide much needed trail opportunities for cyclists. I am impressed by the acknowledgement that there are effective tools and methods to successfully manage multi-use trails, and the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

I'm sure your continued analysis will reveal ways to open up, rather than restrict use by thoughtful and caring cyclists.

Sincerely,
Charles Romano

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12356

P543-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#ci#jdvdsu#jdvdsu#C yhu}rq}qhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-58#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:25

Submitted by anonymous user: [173.55.199.145]

Submitted values are:

--Contact 1--
First Name: Gaspar
Last Name: Ronda Jr
Street Address: 213 Temmera Ln
Street Address Line 2:
City: Glendora
Postal Code: 91740
State/Province: CA
Phone Number: 626-963-2891
Email: gasparjr@verizon.net

Comments: I would like to thank the CSP for the new process for adding mountain bikes to existing state park trails. As a responsible mountain biker, I always look forward to riding new trails in a proper and responsible manner. This new process by CSP is greatly appreciated. I urge you to please continue as this is a major step forward and will positively affect mountain bike access.

P544-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12901>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P545

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#ci#Mii#murp uoc jp dlfpr #

Sent: Vxqgd|/Qryhp eh# ; #5345#-#; #P #

To: FHTD#VF#

Submitted on Sunday, November 18, 2012 - 21:58

Submitted by anonymous user: [76.229.136.6]

Submitted values are:

--Contact 1--
First Name: Jeff
Last Name: Rormell
Street Address: 70 Crestridge Court
Street Address Line 2:
City: Danville
Postal Code: 94506
State/Province: CA
Phone Number: 925-964-1309
Email: jkromrell@gmail.com

Comments:

Hello,

Mountain biking is a great sport that promotes a healthy life style. The popularity of mountain biking is growing, especially with young people. Mountain biking is an Olympic sport and several high schools in and around Danville have started mountain biking teams. San Ramon Valley High School in Danville had over 60 kids come out for the mountain bike team last year. These student athletes train on Mount Diablo. Races are held on single track and there is very little single track on Mount Diablo open to mountain bikers. I know other California State Parks have similar problems. This is unfortunate because these kids are participating in a sport that builds tremendous fitness while our country suffers from an epidemic of obesity.

Mount Diablo is full of many trails suitable for mountain biking. These trails usually allow hikers and horses but not bicycles. Many of these trails are seldom used. I have spent a lot of time talking with rangers on Mount Diablo about the lack of access to mountain bikes. The only reasons given for not allowing mountain bikes have been safety and environmental concerns (i.e. trail damage). Regarding safety, I have asked if there has ever been a case of a mountain biker injuring a hiker and the rangers are not aware of one single incident. I then stated that the most dangerous multi-use situation on the mountain is the paved road where bicycles and cars share the road. There are many accidents on the road but the multi-use status remains as it should. You just can't have a separate standard for road bikes and mountain bikes. Regarding trail damage, there have been numerous studies conducted on the trail damage cause by horses and bikes. All these studies show horses cause substantially more damage than bikes. Many show up to ten times the damage by horses. This is greatly understated when the conditions are muddy. I recently road up a fireroad on Diablo where two horses had gone up a wet and muddy section. They created hoof prints ranging from 6 inches to 12 inches deep.

The bottom line is that it seems that mountain bikers are being discriminated against. The reasons provided for lack of access are not equally applied to

P545-1
P545-2
P545-3

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

Statewide Trails

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other user groups. It is unlawful to treat a user group unfairly relative to other user groups. This is currently the practice in California State Parks and it is not equitable and needs to be corrected by the state.

I would like an opportunity to discuss this problem in person with the group responsible for making these important decisions. I thank you for your consideration of my comments.

Best regards,

Jeff Romrell

P545-3
cont'd

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12527>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P546

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci# lkdh#9786urvhC jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#74#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:41

Submitted by anonymous user: [74.136.5.54]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Rose
Street Address: 3185 Taylor Creek Drive
Street Address Line 2:
City: Taylor Mill
Postal Code: 41015
State/Province: KY
Phone Number: 859-261-7833
Email: 6453rose@gmail.com

Comments: I welcome the conclusions of this study and appreciate the time and resources that have been committed to this effort. Although not a perfect comparison, I would look no further than Boone County Kentucky, particularly the England-Idlewild Park System for a real-life example of how this type of thinking has been implemented and sustained. The coexistence of trail, hiking and biking has proven a complete success for all groups. I applaud this effort and would support it any way possible.

P546-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12912>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P547

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qirC p edlfrp #^qirC p edlfrp #

Sent: Vdwxgd|/Qryhp eh#: /#5345#: -54#DP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 08:21

Submitted by anonymous user: [75.19.35.209]

Submitted values are:

--Contact 1--
First Name: Stewart
Last Name: Ross
Street Address: 431 Martelo Ave
Street Address Line 2:
City: Pasadena
Postal Code: 91107
State/Province: CA
Phone Number:
Email:

Comments:

Dear Sirs:

Thanks for allowing comments and feedback.

I enjoy the state parks a great deal.

Please allow cycling in state parks with an additional use permit attached to the daily pass usage fee.

My suggestion would be add a stamp/sticker.

Thanks,

Stewart Ross

PS. I also usually buy a full fishing license too.

P547-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12417>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#ehkdd# #Fkul#fdhvsuC |dkrrlfrp `#

Sent: P rggd|/Qryhp eh#</#5345#5-57#DP#

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 01:24
Submitted by anonymous user: [24.7.38.158]
Submitted values are:

--Contact 1--
First Name: Chris
Last Name: Rosset
Street Address: 22 highland ave
Street Address Line 2: APT# 11
City: Burlingame
Postal Code: 94010
State/Province: CA
Phone Number: 4157101095
Email: litespdr@yahoo.com

Comments:
Dear state parks,

I am glad we have the change to comment on trail access to the public is an important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P548-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P584-2

Growing up in the SF Bay area, it has been very sad that single track trail access, particularly in Marin county has been closed off to bicycles for most of my lifetime, I hope someday before i die i can legally ride some of these trails.

P548-3

Thank you

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12540>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc lp edlfrp #lqrc lp edlfrp #rq#ehkdc#ci#P duf#fudp lvruC jp dldfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#-43#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:10

Submitted by anonymous user: [108.212.202.38]

Submitted values are:

--Contact 1--
First Name: Marc
Last Name: Rossi
Street Address: 752 El Paso Ave
Street Address Line 2:
City: Clovis
Postal Code: 93611
State/Province: CA
Phone Number:
Email: cramissor@gmail.com

Comments:

Thank you for the opportunity to provide comments on PEIR and trail use and access. I am and avid mountain biker and I work in the bike industry. Increased access to trails would have great health benefits for users, would increase park use and hopefully revenue, would increase revenue for businesses near riding areas and would generally benefit people working in the bike industry.

I agree with the statement pasted below from IMBA and could not say it better myself:

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that



P549-1

P549-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P549-2
cont'd

Thank you,
Marc Rossi

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12350>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/27/2012

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STATEWIDE TRAILS

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STATEWIDE TRAILS

UreIq#Urxwk#grjkrxvh457;C p h1frp `#

Sent: P rqqd|/G hfnp ehu#6/#5345#3-4;#6P #

To: FHTD#QVF#

Environmental Coordinator,

I am a Trainee in the naturalist program with the Regional Conservation District of the Santa Monica Mountains. I am writing to you to express my concern over the ever expanding use of state park trails for multiple uses, and in particular, the use of regional park trails open to mountain bikers.

Of particular concern are the trails in **Topanga State Park / Musch Trail**. This is a narrow, rugged path with many steps and drop offs. It is the dominant path for hikers who are bird watching or learning about the native plants and wildlife of the area. These areas are becoming fewer and fewer and should not be subjected to such heavy use.

Trails inside Topanga State Park ARE NOT APPROPRIATE LOCATION FOR USE BY MOUNTAIN BIKES. Mountain bikers already have access to the park and dominate all of the fire roads. Additionally, there is little to no enforcement concerning the behavior of cyclists.

As a volunteer trainee, I have seen firsthand the attitude and behavior of mountain bikers on the trails be nothing short of rude and reckless. These riders often travel at unsafe speeds when approaching other park users - hikers, groups, families. There seems to be no regard whatsoever on the part of the riders that these trails (and all park trails) are shared. Often the cyclists appear irritated that they must slow down for a group of children or families trying to enjoy the solitude of the park.

The parks do not appear to have the resources to enforce regulations and secure the safety of all users in the parks.

I find it completely unacceptable to allow cyclists into areas not suitable for such use. Allowing mountain bikes in these areas presents a clear danger of someone being hit or run over. While training in Topanga State Park, I have witnessed more than one instance where the lead Naturalist had to act quickly to save children on school trips from mountain bikers moving down the trails at high speeds, without knowledge of the trail ahead of them. This is irresponsible behavior, clearly lacking any regard for others safety.

The entire Backbone Trail should be protected from erosion and heavy use. Our state parks should be a place that protects the solitude of the natural world. The wild land parks are the only places left where this is possible. Allow it to remain.

PLEASE DO NOT ALLOW MULTI USE ON THE MUSCH TRAIL IN TOPANGA STATE PARK.

Robin Routh
RCDSMM Trainee

P550-1
P550-2
P550-3
P550-4

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

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Statewide Trails

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Jdu|#Jdu|UxgrskC p df1frp #

Sent: Vdwxgd|/Qryhp eh#: #5345# =78#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 21:45

Submitted by anonymous user: [99.50.193.110]

Submitted values are:

--Contact 1--
First Name: Gary
Last Name: Rudolph
Street Address: 4504 Coffeetree Lane
Street Address Line 2:
City: Moorpark
Postal Code: 93021
State/Province: CA
Phone Number: (805) 517-1867
Email: GaryRudolph@mac.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P551-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P551-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12465

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#huf#hufvfrwuxvho' jp ddfrrp #

Sent: Vxqgd|/Ghfrp eh#5/#5345#:#<#SP #

To: FHTD#QVF#

Submitted on Sunday, December 2, 2012 - 20:59
Submitted by anonymous user: [174.254.233.10]

Submitted values are:

--Contact 1--
First Name: Eric
Last Name: Russell
Street Address: 6 Meadowcroft Drive
Street Address Line 2:
City: San Anselmo
Postal Code: 94960
State/Province: CA
Phone Number:
Email: Ericscottrussell@gmail.com

Comments:

Thank you for the opportunity to make comments.
I appreciate the major steps that CSP has taken to promote multi-use trails.
Urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior. The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.

P552-1

P552-2

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13245>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P553

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#kvl#^kvl#bubxvrc |dkrrlfrp #

Sent: Prqgd|/Qryhp eh#</#345#-64#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 15:31

Submitted by anonymous user: [128.111.50.68]

Submitted values are:

--Contact 1--
First Name: chris
Last Name: russo
Street Address: 909 aleeda lane
Street Address Line 2:
City: santa barbara
Postal Code: 93108
State/Province: CA
Phone Number: 8052802905
Email: chris_r_russo@yahoo.com

Comments:

This is indeed progress, we in Santa Barbara have enjoyed multi use trails for many years, this model could easily be expanded to the State Park System. The key is mutual respect for/by all users.

P553-1

Thanks,

Chris Russo

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12567>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P554

Bikes on horse and hiking trails

Page 1 of 1

Bikes on horse and hiking trails

Vd{#vwxglr#^vd{vwxglrC drdfirp }#

Sent: Z hgqhvgd|/Qryhp eh#5; #5345#-68#SP #

To: FHTD#QVF#

Really???? This is a no brainer. This cannot be allowed to happen. For every responsible cyclist there are dozens or more of irresponsibly dangerous people who will endanger the equestrians and hikers. Not to mention disrupt the peaceful wilderness areas of our parks

Bonnie Sachs
Burbank

Sent from my iPhone

P554-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P555

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lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#i#frw#vwlhlljkwu |dkrrlfrp #

Sent: Tu|d|/Qryhp eh#9/#5345#-44#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 22:11

Submitted by anonymous user: [98.207.74.237]

Submitted values are:

--Contact 1--
First Name: Scott
Last Name: Sandine
Street Address: 4917 Flemish CT.
Street Address Line 2:
City: Santa Rosa
Postal Code: 95405
State/Province: CA
Phone Number: 7079538511
Email: srsfirefighter@yahoo.com

Comments:

- Thank CSP for the opportunity to make comments.
•We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
•We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
•We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
•The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
•The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P555-1

P555-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12401

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqirC p edlfrp #^lqirC p edlfrp %rq#ehkdc#ci#Jhudgr#^j1khgjhgC jp dldfrp %

Sent: Wxhvgd|#Qryhp eh#5:#5345#-64#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:31

Submitted by anonymous user: [76.212.182.188]

Submitted values are:

--Contact 1--
First Name: Gerardo
Last Name: Sandoval
Street Address: 3843 36th st
Street Address Line 2:
City: San Diego
Postal Code: 92104
State/Province: CA
Phone Number: 619-840-3887
Email: g.hedged@gmail.com

Comments:

Dear CSP,

Thank you so much for your consideration in opening trails to the cycling community! I am thrilled that an objective and in depth study was completed to come to your conclusion. There have been various occasion in which I have desired to visit state parks but opted not to due to bikes being prohibited from the trail system. I cheer your decision and look forward to exploring many new parks in the near future!! Three cheers for the CSP!

P556-1

Respectfully,

Gerardo Sandoval

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12904>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#gdq#hgdq#vfdervdC krwp dlfpr #

Sent: Wxhvgd|#ryhp eh#5:#5345#-#67#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:34

Submitted by anonymous user: [67.188.228.48]

Submitted values are:

--Contact 1--
First Name: Daniel
Last Name: Santos
Street Address: 255 Colusa Ave
Street Address Line 2:
City: Kensington
Postal Code: 94707
State/Province: CA
Phone Number: 5105255216
Email: danielsantoscabota@hotmail.com

Comments:

Thanks for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P557-1

P557-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12939

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P558

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Mii#niivdqwffC hdukdqnlqhw#

Sent: P rggd|/6hfrp eh#6/6345#5-7<#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 13:49

Submitted by anonymous user: [67.161.71.167]

Submitted values are:

--Contact 1--
First Name: Jeff
Last Name: Santucci
Street Address: 2374 Cherrystone Drive`
Street Address Line 2:
City: San Jose
Postal Code: CA
State/Province: CA
Phone Number: 4085548532
Email: jeffsantucci@earthlink.net

Comments:

Thanks for accepting comments. I understand CSP has taken major steps to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. There are effective tools and methods to successfully manage multi-use trails. I'm sure in-depth studies of trail use conflict show that over 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. Trail conversion analysis does not need to be cumbersome and time consuming, or lead to expensive trail alterations for over-engineering to account for every potential form of user behavior. There are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years.

P558-1

I 'm in favor of State Code (P.4.14-3) for limiting development of restaurants, amusement parks, athletic fields, etc. in parks, but it is wrong to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails and should not be banned because they wish to see it on a bicycle. Bicycles are human powered so they should just be viewed as more effective means of hiking, which allows to see more of the park with the same amount of exertion.

P558-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13270

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#trvnsk#fvdwldqrC xfvglngx #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=-83#8P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:50

Submitted by user: jSatch

Submitted values are:

--Contact 1--
First Name: Joseph
Last Name: Satriano
Street Address: 7665 Palmilla Dr., #5307
Street Address Line 2:
City: San Diego
Postal Code: 92122
State/Province: CA
Phone Number:
Email: jsatriano@ucsd.edu

Comments:

thank you again for this opportunity to air the views of mtn bikers in the use of the trails. i think this may also afford an opportunity for california to catch up with many other states as a mtn bike destination. while other areas throughout the country are closing for winter, much of our beautiful state is in its best seasons. the potential influx of tourism dollars could further the advance the cause of of building and maintaining world class, environmentally sound trails systems, and the rangers and trails personnel that such systems require. tourism dollars would thus support the parks and job growth, including those of small local businesses. it will be a building process, but other states have shown the benefits of such programs.

P559-1

again, thank you for this opportunity.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12964>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P560

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dvrg#ndvrgvdxqghwC srer{lfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#3-63#5P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 23:30

Submitted by anonymous user: [207.55.109.107]

Submitted values are:

--Contact 1--
First Name: Jason
Last Name: Saunders
Street Address: 825 NE Granger Ave.
Street Address Line 2:
City: Corvallis
Postal Code: 97330
State/Province: OR
Phone Number: 541 231 1624
Email: jasonsanders@pobox.com

Comments:

Mountain bikers volunteer hundreds of hours in trail work.

I P560-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12989>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

ljirC p edlfrp #^ljirC p edlfrp #

Sent: Prqgd|/Qryhp eh.#59/#5345#-64#P #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 19:31

Submitted by anonymous user: [99.27.203.62]

Submitted values are:

--Contact 1--
First Name: justin
Last Name: savage
Street Address:
Street Address Line 2:
City: aptos
Postal Code: 95003
State/Province: CA
Phone Number:
Email:

Comments: We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

P561-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12724>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkda#ci#urgrar#gqjbd|vrqC |dkrrlfrp #

Sent: Prqgd|/Qryhp eh.#</#345#4=43#DP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 12:10

Submitted by anonymous user: [174.254.44.132]

Submitted values are:

--Contact 1--

First Name: rodolfo
Last Name: sayson
Street Address: 16131 lake padden ln
Street Address Line 2:
City: Fontana
Postal Code: 92336
State/Province: CA
Phone Number: 909 538-6340
Email: ding_sayson@yahoo.com

Comments:

it is in the mountains where I share my bonding time with my family at the same time educating my kids about the wilderness and nature.

P562-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12559>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P563

Change-in-use Evaluation

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Change-in-use Evaluation

Whuu#p lk#z lfkhwldldC |dkrr1fd`#

Sent: Wxhvgd|/Qrytp eh#5:/#5345#=#34#DP #

To: PHTD#QVF#

Mountain bikes do NOT belong on single track hiking trails. I volunteer on a trail maintenance crew and have almost been hit many times. One morning a biker banged into an elderly trail worker, ignored our pleas to slow down and then knocked down another trail worker a bit further up the trail.

I understand that a Change-in-Use Evaluation Process could result in many more mountain bikes on trails. Based on public policy in urban areas, personal experience and on a reading of the California Recreational Trails Plan, Phase 1, June, 2002, the presence of mountain bikes on trails is unwarranted and dangerous. My conclusions are based on the following.

1. Bicycles and pedestrians are separated in urban areas. Bicycles are not allowed on sidewalks with pedestrians as this represents a well-documented danger to both. Also, cities are increasingly providing restricted bicycle-only lanes on streets to protect bicyclists from automobiles.

2. It is very difficult for a bicycle rider on a trail to see/hear a hiker in time to stop or for a hiker to see/hear a bicycle in time to get out of the way (and on trails traversing a steep slope, as is common, there may be no safe way to get off the trail). Just one recent example: I was hiking a trail in the Sierra National Forest in September, 2012. Its characteristics are similar to many trails in California State Parks (including the Wood Canyon Vista Trail in Point Mugu State Park that I hiked last week). I heard someone say "Whoa... one more coming." I somehow knew that this was a mountain bicycle and instinctively--without time for thought or planning--I stepped to the side of the trail and fought for balance as the first mountain bicycle went by at a high rate of speed. I could easily have fallen back into the middle of the trail, possibly resulting in bruises, broken bones or neurological damage to me and/or to the bicycle rider. If a small child had been walking or riding on the trail and had been hit by one of the two fast-moving adults, the damage could have been severe or fatal.

3. The California Recreational Trails Plan, Phase 1, June, 2002, "Statewide Trails Office Mission" (p. 3) states that "The system should be accessible to all Californians for improving their physical and mental well-being..." Hiking on the same trail with mountain bicycles objectively results in an increased risk of physical injury to both hikers and bikers as just discussed. I think--worry--about this while hiking on trails that allow access to mountain bicycles and this worry reduces my mental well being. If I were hiking with a child, the danger and worry would increase exponentially. This situation includes small children/hikers and small children/bikers. I assume that mountain bikers also worry about colliding with hikers, other bikers or even small children walking or riding. The increased risk to both bikers and hikers is predictable and thus should be avoided by sound policy. Close encounters with fast-moving bicycles induces fear and anxiety (this is based on conversations with many of my fellow hikers) and thus reduces accessibility to our parks.

4. The danger present with co-use of trails by hikers and bikers can in theory be lessened by trail engineering. An example is the Tapia Spur Trail leading into Malibu Creek State Park. I hiked this recently and noted that pairs of large boulders had been placed at blind corners, presumably to provide "gates" that would

P563-1

P563-2

P563-3

P563-4

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

slow the progress of mountain bikes and lessen the chance of collisions. However, the Trails Plan states that one of its missions is to respect and protect "the integrity of [California's]... natural... resources" (p.3). The placement of boulders does not do this. They alter the natural topography and bring to mind an engineered speed track. The implicit message is that any natural trail is unsafe if used by both hikers and bikers (and potentially small children as well).

P563-4
cont'd

5. Many state parks have miles of fire roads that can be used by mountain bikers. This is particularly true in the Santa Monica Mountains. The fire roads are wide enough and have good enough visibility so that responsible mountain bikers can avoid collisions.

P563-5

<https://mshqexchfe3/owa/?ac=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

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Statewide Trails

lirc p edlfrp #lirc p edlfrp #rq#hkdc#i#fuw#fuw<9C jp dlfpr #

Sent: Tu|d|/Qryhp eh#9/#5345#4=7;#DP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 12:48

Submitted by anonymous user: [24.7.67.170]

Submitted values are:

--Contact 1--
First Name: Ernst
Last Name: Schmidt
Street Address: 961 Hilldale Ave
Street Address Line 2:
City: Berkeley
Postal Code: 94708
State/Province: CA
Phone Number:
Email: ernst96@gmail.com

Comments:

I would like to thank CSP for the opportunity to provide comments and very much appreciate the major steps that CSP has taken to promote multi-use trails.

I applaud your acknowledgement that there are effective tools and methods to successfully manage multi-use trails. As an avid and responsible Mountain biker I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails. Please consider there are many trails in CA parks that would not need any or very little modification to function as multi-use trails, no expensive trail modifications are needed.

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12265

P564-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci# dwtg#^vhp mc vefjaredqhw#

Sent: Wxhvgd|#Qryhp eh#53/#5345#-55#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 19:22

Submitted by anonymous user: [108.219.32.33]

Submitted values are:

--Contact 1--
First Name: Martin
Last Name: Schmidt
Street Address: 5636 Beauregard Wy.
Street Address Line 2:
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Postal Code: 95662
State/Province: CA
Phone Number: 1-916-988-8366
Email: sesmjs@sbcglobal.net

Comments:

Thank you for the time to read this. I would like to mention the trails starting near the Nimbus Dam on the north side of Lake Natomas heading east up to Folsom Lake as very good to open to bikes. The south side of Natomas is already open and is being shared successfully by all trail users. Opening the north side of the lake would be a great benefit to many who bike in the area.

Another suggestion is to open busy trails to bikes on even days and horse persons on odd days if it turns out there are too many conflicts. This method is working very well on some trails in Tahoe. (Nevada)
Thank you for listening.

P565-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12604

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P566

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Z d|qn#^vfkU/C fr{lqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#7-67#BP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:34

Submitted by anonymous user: [68.5.92.113]

Submitted values are:

--Contact 1--
First Name: Wayne
Last Name: Schroeder
Street Address: 21 Delamesa East
Street Address Line 2:
City: Irvine
Postal Code: 92620
State/Province:
Phone Number: 7148383233
Email: schr4@cox.net

Comments:

At 16 I was a backpacker. At 56 my daughter let me ride her mountain bike at Hume Lake along the nature trails and I was hooked. At 66 I have logged in 20,000 miles on my mountain bike now, and can't get enough. So, the more nature trails opened up mountain bikers will make us all live longer, healthier, and especially happier. Can't get the grin off my face. My experience is that the group I ride with (see geoladders.com--I'm Bikesurfski) are all respectful not only of nature, but also of others on the trail.

Thanks for any efforts you can provide to help open up mountain bike trails.

Thank you for the opportunity to make these comments:
We appreciate the major steps that you have taken to promote multi-use trails and we urge you to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such.

P566-1

P566-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

Statewide Trails

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They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

| P566-2
| cont'd

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12850>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

Alyce Schwartz, Local 871

P.O. BOX 8143, VAN NUYS, CA 91409-8143

P567



Tel: 818-681-9715
Fax: 818-373-1155

Email: atheaths@sbcglobal.net

October, 2012

TO: Concerned Individuals

FROM: Alyce Schwartz

First of all, I am only concerned with Griffith Park trails. Yes, I have ridden on multi use trails in other areas: state, county and city. Yes, that means mountain bikes are included in the mixture.

For example, I recently rode in Marshall Canyon. Marshall Canyon has fire roads that have maybe a 3% incline and single track trails with switchbacks. That day I saw several near accidents as the bike riders came down the single track trails with the switchbacks, having to step quickly on their brakes and skid to a stop just before running into the horses on the trail.

On the fire roads, when the bikers came up from behind me - and, no, I didn't hear them - sometimes my horse didn't have a problem and sometimes she did react nervously. Sometimes the other horses in the group were nervous. Horses are herd bound animals and their main way of staying alive is flight. If one horse leaves, they all want to leave. If the horse going away is doing so from fear, then it heightens the other horses' reactions. Yes, this nervousness can come from a hiker/jogger/runner coming on the trail BUT we don't have to deal with the speed that comes with mountain bike riders.

Griffith Park trails are mainly fire roads. There are some "deer trails" but in nearly all those cases, they intersect with the fire road. I did have a nearly unfortunate encounter with 2 bikers coming down a "trail" that intersected with the fire road. I was on the fire road at a place where I usually canter my horse but on this particular day, I chose not to. As I approached the section where this "trail" comes in, these 2 bikes raced across the fire road and continued on their merry way - never being aware that I was right there. Had I followed my usual pattern, they would have hit the fire road just as I was passing. I know that "trail" and there would be no way for them to stop...they would have hit me and my horse - hard.

But, it's the steepness and blind curves of the Griffith Park fire roads that cause me the most concern. There are cliffs going up on one side and a drops to the bottom of the hill on the other side. Say a bike is coming downhill (a decline of 7% - 10% maybe) at 15-20 miles an hour, or even 10 mph, comes around one of the many blind curves on the fire roads in Griffith Park and meets 2 horses (ranging from 900 to 1400 pounds each) walking up the hill (3 miles per hour?), trotting up the hill (5 miles per hour?) or cantering up the hill (8 miles an hour?), what could happen?

Can the biker stop before there's a collision? Can the horses? Will the biker swerve? Will the horses swerve? When a bike rider goes down he/she can get hurt. When an horse rider goes down, the same result can happen. When a bike goes down, it can be damaged. But, the biker can pick up the bike and take it back to their car. When a horse goes down, it can be hurt or even die. How do you get a hurt or dead horse out of a canyon? Truck and rope? Helicopter? Then what? I for one was there when my mare was born, I got her mother when she was 22 months, we are a family. A bike is an inanimate object, it has no feelings and can't give feelings. A horse is a living breathing animal that can tell when he/she is loved and can express feelings. How does one deal with that loss? All for a bicycle rider wanting to go on, as one bike association puts it: "group rides on the weekends which are a lot of fun, full of thrill and really get your adrenalin going, not to mention the great views you'll enjoy along the way."

There are so many spaces that are multi-use. Mountain bikers can easily put their bikes in their cars and go to these places many of which are within 30 minutes driving. A horse rider cannot do that. How many horse riders have a horse trailer and vehicle that can pull the trailer? Griffith Park is the only place the majority of horse riders in the Burbank/Glendale have to ride. People purchase homes in this area specifically because of they have someplace safe to ride. Mountain bikes (or anything that is going to go at a speed of 15 - 25 miles per hour) and horses on steep, winding roads is an accident waiting to happen.

P567-1

P567-2

P567-3

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#ehkdd#i#Ulk#uEklvkz hukC jp dlfrp #

Sent: TuEd|/Qryhp eh#9/#5345#5=56#SP #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:23
Submitted by anonymous user: [148.87.19.218]
Submitted values are:

--Contact 1--
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Last Name: Schwerin
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Street Address Line 2:
City: San Carlos
Postal Code: 94070
State/Province: CA
Phone Number: 650.555.1212
Email: rich.schwerin@gmail.com

Comments:
Thank you for the opportunity to make comments.

I appreciate the major steps that CSP has taken to promote multi-use trails. Urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. And I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I also appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior.

Specifically, the report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system.

Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.

Thank you for taking my comments,
Rich Schwerin
San Carlos

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12282>

P568-1
P568-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P569

**JERRY SCRIBNER
PENNY SCRIBNER**

**5657 Hollow Lane
Greenwood, CA 95635**

November 25, 2012

Environmental Coordinator
California Department of Parks & Recreation
Northern Service Center
One Capitol Mall - Suite 410
Sacramento, CA 95814

Re: Statewide Trails PEIR

Dear Coordinator,

With few exceptions the California trail system was designed for hiking and equestrian use and not for wheeled vehicle use. Traffic experts have always recognized that pedestrians and wheeled vehicles do not mix well which is why we have sidewalks and bike lanes and neither bicycles nor pedestrians are allowed on freeways.

The same should be true of hiking and equestrian trails that were designed only for foot traffic. However, mountain biking has become a popular pastime and there are insufficient resources available to build new unpaved bikeways for mountain bike enthusiasts. This has created pressure to make available the entire existing trail system to mountain bikers under the moniker of "multiple use". To the extent the proposed PEIR is simply a fig leaf to facilitate the transition of formerly hiking and equestrian trails to mountain bike trails (as many believe) it will do a great disservice to the people of California who built these trails for foot not wheeled vehicle traffic. The net effect over time will be to convert many scenic trails to wheeled use only, with other users driven off their favorite hiking and riding trails.

The experience in Auburn where a ten mile loop trail off Foresthill road through rolling forest was recently constructed is emblematic of that future. The trail was initially designated for multiple-use. Within less than two years it became essentially an exclusive mountain bike trail. The volume of mountain bike use was such that other users simply abandoned the attempt to ride or hike the trail.

Multiple-use however, can work if fairly implemented where it is appropriate. In the Auburn area there are other nearby trails with wide roads and good lines of sight, such as Cronan Ranch, the Olmstead Loop and the Quarry trail in the Auburn State Recreation Area where shared trails have worked out well for all users including dog walkers. The reason is that, in these three areas, the trails are on ranch roads or across mostly treeless terrain with good lines of sight. There are thousands of miles of fire roads and formerly ranch roads in California that can and should be made available to mountain bike use.

P569-1

P569-2

The PEIR should only be adopted and will only work if it is first modified to increase the focus on safety and fairness to existing users. Although mountain bikes do create added environmental issues, especially where there is high volume usage, the real issue is safety and compatibility with existing users. Adding mountain bikers to narrow forested hiking trails with limited lines of sight creates unresolvable safety problems for hikers and equestrians. The many safety-oriented comments received during the PEIR review process bear this out. Moreover, the injuries that result from mountain bike/equestrian interactions are frequently catastrophic. Attached is a brief description of the most recent quadriplegic example in the Auburn State Recreation Area. Another equestrian neighbor of ours is permanently brain damaged as a result of a similar interaction with a mountain biker. The costs of these accidents involving a lifetime of paralysis and other traumatic injuries are frequently borne by the public in the form of medical costs and disability support. This is to say nothing of the loss of enjoyment and right to use the trails experienced by those who avoid injury.

P569-3

Safety has been the central issue in the comment period for the PEIR. The 2008 Trail Use Survey Criteria the Department proposes to use in implementing the PEIR has not been updated to reflect this. In addition, the proposed mitigation solutions to user conflicts are well known to be so weak and unenforceable as to be essentially non-existent. The reality has been that enforcement of even the basic restriction of prohibiting mountain bikes on trails where they are unsafe has been abysmal. Signage is ignored and mountain bikers have bragged that the cost of a ticket is less than a one-day ski lift ticket and that is only if you are caught. I have previously recommended that, at a minimum, rangers should be authorized to put a bike lock on any bike found illegally on a trail signed "NO BIKES". This would prevent continued illegal use on that day and the burden the user would experience of having to carry the bike out to the trailhead and to the ranger station to be unlocked would provide an additional incentive to obey the restrictions in the future.

Given the limited funding availability for recreation in general, enforcement of mitigation measures is going to continue to be limited. Under these circumstances, the solution is not to open up trails to mountain bike use and pretend that the various mitigation measures will be adequate to protect other users. A better solution is only open up to multiple use those trails such as the ones described above that are clearly suitable for multiple use in their present condition.

P569-4

For all these reasons, I urge that the PEIR not be adopted in its present form and that the Department's Trail Use Survey Criteria be revisited and revised to place greater emphasis on user compatibility and safety.

Sincerely,

Jerry Scribner

cc: Directory Anthony Jackson

LET'S NOT HAVE ANOTHER NEEDLESS TRAGEDY

He was on a mountain bike racing toward a top five finish, she on a horse training for the Tevis 100 mile One Day Ride just three weeks away. They met on a portion of the Western States Trail, the most famous and heavily used horseback trail in the Sierras. He stopped and asked permission to pass, she said "OK" and then his tire skidded, his foot slipped and, in his words, her horse went "ape-s--t". She landed on a rock bed, unable to move her legs, blood seeping from her mouth, fading in and out of consciousness. He stayed with her, holding her, waiting hours for help to arrive, his dreams and hers replaced by a deeper need; their lives changed forever.

This is a scene no one ever wants to hear about and no one wants to see repeated. But it will be repeated unless we recognize that wheeled vehicles on riding and hiking trails pose a greatly increased risk to other users especially equestrians. Mountain bikes are here to stay and mountain bike racing is fun. What could be more exciting than whizzing downhill at high speed on a narrow trail. But there is a time and place for every sport and the same time and place are not always appropriate. Trails like the historic Western States Tevis trail were not built for mountain bike racing. Traversed by miners and mules during the gold rush, this scenic trail is steep and narrow. In some places it is merely a ledge above a sheer drop of hundreds of feet. Like a frightened animal on the freeway, a horse encountering a mountain bike on this and similar trails is virtually guaranteed to panic. The instinct to spin and flee from sudden danger can no more be trained out of a horse than the human reflex to duck when a punch is thrown. So tragically she wasn't the first woman in Cool to be paralyzed as a result of a mountain bike/horse interaction and won't be the last. Another rider in our area is brain damaged after a similar incident at Point Reyes. She too was life-flighted and survived. Horses have died but no humans...so far.

So if you are a mountain bike enthusiast, keep riding but if you don't want to be part of the scene above give some thought to how and where you ride. Stay off those few heavily used equestrian trails in steep mountain country where you know encountering a horse on the trail is almost inevitably going to create unconscionable risk to the rider. There are thousands of miles of logging roads and challenging motorcycle trails built for wheeled users and where equestrian use is all but non-existent; places where mountain bike races can be fun AND safe. On multi-use trails, don't zip around blind corners when you know you could be responsible for severely injuring or even killing other people.

And if you are a recreation manager, recognize that not every trail is suitable for multi-use. We don't have multi-use freeways where hiking and biking are allowed and we shouldn't have multi-use on trails that are narrow and not built for fast moving wheeled

P569-5

vehicles. To prevent tragedies like the one above follow the clear Forest Service policy Manual which requires the Forest Service to “*Regulate uses to the extent necessary to provide for user and public safety*” [National Forest Policy 2350.3 Policy 5]. Obviously that wasn’t done here. Mountain bike racing on this trail above all others is simply inconsistent with this policy and should never have been allowed. Frankly, the policy should be to sign this trail “NO BIKES”. [See National Forest Policy 2353.3 Policy 10] Anything less is to invite more human tragedy. Certainly, sanctioning a mountain bike race on the Tevis trail three weeks before the annual Ride when equestrians are likely to be on the trail in large numbers was unwise in the extreme. So was permitting such a race with minimal signing and notice. Moreover, signs and notice under these circumstances would not ensure a safe race for either participants or other users. With marathon races and on-road bicycle races the course is not just signed or noticed but instead routinely cleared and monitored to prevent unsafe interaction with other users. This was not done here. You don’t have other vehicles on the Le Mans course or the Tour d’France.

Guard rails are always erected after the car goes over the cliff. But that at least prevents the next death. If we are serious about reducing the number of crippled riders and conscience stricken cyclists who never intended to hurt anyone, then the Forest Service and State Parks need to be proactive and prohibit mountain bikes on the Tevis Trail as well as other heavily used narrow cliff-side equestrian trails. There aren’t that many such trails and there are plenty of other places to enjoy mountain bike riding and racing. Allowing multi-use on the Tevis and similar narrow equestrian trails is naïve if not criminal. Pretending otherwise means more terrible accidents like this will occur. No one wants to see or experience such tragic losses knowing they could have easily been prevented by a little sensible recreation management.

Jerry Scribner

P569-5
cont'd

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lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ci#Ud|#\ufxjvz runc |dkrrlfrp `#

Sent: Vxqgd|/Ghfrp eh#5/#5345#13-55#DP #

To: FHTD#QVF#

Submitted on Sunday, December 2, 2012 - 11:22

Submitted by anonymous user: [76.126.62.201]

Submitted values are:

--Contact 1--
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Last Name: Scruggs
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Street Address Line 2:
City: San Anselmo
Postal Code: 94960
State/Province: CA
Phone Number:
Email: rscruggswork@yahoo.com

Comments: Please allow increased access for bicycles on trails in State Parks.

P570-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13237>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Ure#uwfsdC hdukdqnlqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-5<#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:29

Submitted by anonymous user: [108.214.82.170]

Submitted values are:

--Contact 1--
First Name: Rob
Last Name: Seltzer
Street Address: 18408 Clifftop Way
Street Address Line 2:
City: Malibu
Postal Code: 90265
State/Province: CA
Phone Number:
Email: rsscpa@earthlink.net

Comments:

- Thank CSP for the opportunity to make comments.
•We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
•We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
•We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
•The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
•The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P571-1

P571-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12878

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P572

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#vns#vnlswkhdufkC vefjoredqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#8-58#8P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:25

Submitted by anonymous user: [71.136.52.135]

Submitted values are:

--Contact 1--
First Name: Skip
Last Name: Shaputnic
Street Address: 2750 Wheatstone St. #102
Street Address Line 2:
City: San Diego
Postal Code: 92111
State/Province: CA
Phone Number:
Email: skipthearch@sbcglobal.net

Comments:

We, the mountain biking community of CA, appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the draft Program EIR to provide much needed trail opportunities for cyclists. I greatly appreciate the opportunity to provide my comments and welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P572-1

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P572-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12875

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P573

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#xwlg#sddrlyhαC jp dlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#5=8;#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 12:58

Submitted by user: paleo.velo

Submitted values are:

--Contact 1--
First Name: Dustin
Last Name: Sharp
Street Address: 4331 Avenida Gregory
Street Address Line 2:
City: Spring Valley
Postal Code: 91977
State/Province: CA
Phone Number:
Email: paleo.velo@gmail.com

Comments:

Dear Sirs,

I am a 40-year old college professor at the University of San Diego, and an avid user of many California State Parks as both a biker and a mountain biker. It is safe to say that I visit a state park every other weekend.

When I first moved to California from Colorado some four years ago, I was stunned to see the number of trails that were open to hikers and equestrians, but not bikes. Thankfully, it seems that things may slowly be moving in the direction of multi-use trails with the release of your Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR).

I write to urge you in the strongest terms to use the PEIR to provide much needed trail opportunities for cyclists. As has been amply demonstrated here in Californian and across the nation, there are effective tools and methods to successfully manage multi-use trails. I was pleased to see the PEIR acknowledges this. Mountain bikes were once the new kids on the block, but after 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer, and accidents are rare.

I realize that the trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Yet it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. In short, "if it ain't broke, don't fix it."

I note that the report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system.

P573-1
P573-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

Statewide Trails

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Trails that are sustainable, blended into the natural environment (sinuosity), and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place, and cannot be equated with amusement parks or athletic fields.

Thank you for the opportunity to comment upon this historic process. I wish you the best of success, and want you to know that mountain bikers and mountain bike groups stand ready to help out wherever possible with trail construction and maintenance. In the last year, I have spend six weekends doing volunteer trail work, and I'd be only to happy to spend even more if it meant that we would have more multi-user trails in our state parks.

Sincerely,

Dustin Sharp
4331 Avenida Gregory
Spring Valley, CA 91977

619-729-6866
paleo.velo@gmail.com

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12296>

P573-2
cont'd

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P574

Statewide Trails

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Statewide Trails

lqirC lp edlfrp #lqirC lp edlfrp #rq#ehkdc#ci#fgz dug#^vkduc vwlqirugdop qliruj #

Sent: Tuqj|/Qryhp eh#9/#5345#-58#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:25

Submitted by anonymous user: [198.95.226.40]

Submitted values are:

--Contact 1--
First Name: Edward
Last Name: Sharp
Street Address: 12012 Adobe
Street Address Line 2:
City: Los Altos
Postal Code: 94022
State/Province: CA
Phone Number: 6504890487
Email: sharp@stanfordalumni.org

Comments:

I am writing in support of mountain biking in State Parks, using the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). This will enhance our parks system and community. Thank you for the opportunity to submit my support for this.

P574-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12315>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P575

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#fxw#fvkhsC vrfduifrp #

Sent: Vxqgd|/Qryhp eh#; #5345#-79#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 14:46

Submitted by anonymous user: [66.74.186.13]

Submitted values are:

--Contact 1--
First Name: Curt
Last Name: Shelp
Street Address: 13531 Descanso Dr
Street Address Line 2:
City: Westminster
Postal Code: 92683
State/Province: CA
Phone Number: 714 756-1745
Email: cshelp@socal.rr.com

Comments: I feel that "HUMAN POWERED" vehicles should be allowed on all state park trails. "0" emission vehicles that promote fitness and health in Americans should be greenlighted on all state and Federal lands.

P575-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12502>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P576

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkda#ci#Euhggdq#EuhggdqI/khskhugC vefjaredqhw#

Sent: Tuqj|#Qryhp eh#9/#5345#=#36#EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 22:03

Submitted by anonymous user: [71.137.233.104]

Submitted values are:

--Contact 1--
First Name: Brendan
Last Name: Shepherd
Street Address: 3623 Military Ave
Street Address Line 2: 3623 Military Ave
City: Los Angeles
Postal Code: 90034
State/Province:
Phone Number: 310842-8959
Email: Brendan.Shepherd@sbcglobal.net

Comments: Mountain bike trails are amazing opportunities for Californians to get out and enjoy nature. We need more trails!

P576-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12400>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P577

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#ci#Urq#urqbkhyrfnc |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#53/#5345#=#7#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 20, 2012 - 17:44

Submitted by anonymous user: [98.255.38.23]

Submitted values are:

--Contact 1--
First Name: Ron
Last Name: Shevock
Street Address: 803 Morningside Dr.
Street Address Line 2:
City: Folsom
Postal Code: 95630
State/Province: CA
Phone Number: 916-220-4664
Email: ron_shevock@yahoo.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P577-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P577-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12600

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P578

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#i#grnd#grndkC krwp dlfrp #

Sent: Z hqghvgd|/Qryhp eh#; #5345#13-5<#P #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 23:29

Submitted by anonymous user: [75.14.209.206]

Submitted values are:

--Contact 1--
First Name: Dorea
Last Name: Shoemaker
Street Address: 960 Mercury Ct
Street Address Line 2:
City: Incline Village
Postal Code: 89451
State/Province: NV
Phone Number: 775-832-7463
Email: doreah@hotmail.com

Comments:

- Thank you for the opportunity to make comments.
• I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
• I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
• I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
• The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
• The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P578-1

P578-2

Sincerely,
Dorea Shoemaker

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13099

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P579

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dfn#ndfnvkruC yhu}rq1qhw#

Sent: Prqgd|/Ghfrp eh#B6/#345#3-36#DP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 11:03

Submitted by anonymous user: [98.119.160.239]

Submitted values are:

--Contact 1--
First Name: Jack
Last Name: Short
Street Address: P.O. Box 948
Street Address Line 2:
City: Newbury Park
Postal Code: 91319
State/Province: CA
Phone Number: 805 509-7007
Email: jackshort@verizon.net

Comments:

I am glad to see that after many years of mountain bikes in State Parks that the ability to open more trail opportunities to mountain bikers is being considered. I have ridden in and around Point Mugu State Park for 25 years and have seen hikers, equestrians and mountain bikers co-exist quite seamlessly. The groups come together often for trail work days and they have come to appreciate that we are all there in the State Parks to enjoy the natural environment. Please, continue forward in your evaluation process to afford more trail choices to the mountain biking community. Thank you for your consideration of my opinion.

P579-1

Jack Short
Newbury Park, CA

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13258>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P580

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#rhc#mhc vkrfnh1frp #

Sent: Wxhvgd|#dryhp eh#5:#5345#6=#7:#8P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:47

Submitted by anonymous user: [69.181.184.93]

Submitted values are:

--Contact 1--
First Name: Joel
Last Name: Shrock
Street Address: 832 Miramar Ave.
Street Address Line 2:
City: Berkeley
Postal Code: 94707
State/Province: CA
Phone Number: 415-225-6420
Email: joel@shrockie.com

Comments:

Thank you for considering opening up more trails to mountain bikes in California. I love getting out to see all of the different parks in the state, but I'm not much of a hiker.. I like the low impact exercise that I get from cycling on trails and staying off the roads and away from traffic/ cars.

Please help facilitate the access to more trails for me and my wife so we can get out and enjoy the parks, while we try to maintain a healthy lifestyle.

Mountain bikes can easily use existing trails without the need to 'sanitize the trails' for use.. they are "mountain bikes" after all, not "path bikes".. all we need is the access to enjoy the trails, not a big effort to re-engineer them.. they are fine as they are..

It's important to point out that bikes do not damage trails like some folks at the sierra club tend to imply.. that's just a roadblock that's used to slow down progress.. What we need is trail access to get our kids off the sofa/ video game habit and get them some healthy habits like getting outside and having fun on their bikes.

Let's do the right thing for the health and wellbeing of our population by granting more access for people to enjoy our natural parks, the way they are.

Thank you!

Joel Shrock

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12826

P580-1
P580-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P581

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#P duf#p vlgghqvC |dkrrlfrp `#

Sent: Tugd|#Qryhp eh#9/#5345#7-78#8P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 17:45
Submitted by anonymous user: [108.202.177.186]
Submitted values are:

--Contact 1--
First Name: Marc
Last Name: Siddens
Street Address: 1157 Villa Street
Street Address Line 2: #6
City: Mountain View
Postal Code: 94041
State/Province:
Phone Number: 650-965-8143
Email: msiddens@yahoo.com

Comments:
Hello-

As a lifelong and original Californian, I consider this to be one of the greatest states in the USA. I've been into the outdoors as long as I can remember and had a respect for equally as long. I encourage mult-use land access, especially considering mountain biking. Hiking, running, and Mountain Biking as some of the activities I enjoy the most and nothing makes me more happy than having more trails by which I can explore using any of those means.

Please take this into account as you consider the CSP access policies.

Thank you,
Marc Siddens

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12373>

P581-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P582

More single-track bike trails?

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More single-track bike trails?

wp vhehuC urdguxqghulfrp #wp vhehuC urdguxqghulfrp #

Sent: Vxggd|/Ghfhp eh#5/#5345#3=66#P #

To: FHTD#VF#

To: CEQANSC
Re: bikes on trails

Dear Sirs:

In more than two decades of hiking and 15 years of doing trail-building, trail-maintenance and similar projects at national, state and local parks here in California, as well as Utah and Arizona, I have almost NEVER encountered families with young children doing recreational biking on park trails. Virtually all the bikers I've seen are youths and young-to-middle-aged adults who are biking aggressively for fitness and/or to achieve personal speed-related goals. Typical are the "weekend warriors" who bragged to me they ride Point Mugu State Park's 8-mile Sycamore Canyon road to the ocean in "20 minutes" -- that's 24 mph! Compare their speed to anyone hiking the same road and it's at least 10 times faster. A woman hiker I know suffered a broken clavicle when an out-of-control Sycamore Canyon biker hit her as she and fellow hikers were about to enter the Serrano Canyon trail. Two mountain bikers threw down their bikes and began cursing me and the hikers I was leading when we reminded them that the Ray Miller trail on which they were riding was, in fact, off limits to them.

While such incidents are rare, they are quite memorable. The women hikers who with me at the top of the Ray Miller trail never came back. Many of us who have hiked for years exercise caution and care while hiking, watchful for tripping hazards, snakes, poison oak, ticks and the like. Due to the speed differential it is nearly impossible for a hiker to anticipate and avoid bikers riding downhill or on flat curving trails; bikers riding uphill are usually quite impatient to bypass hikers and won't dismount unless forced to.

Where will a future generation of hikers, trail workers and responsible bikers come from? In my experience, few parents (or grandparents) take young children on trails either on foot or on bikes. Once they encounter bikers, I think it becomes obvious to them that the risk of being hit by a bike is just too high. So kids won't learn about our parks and wilderness areas, won't learn how to observe birds and other animals in their natural habitat, won't learn about all the plants and wildflowers and, of course, won't learn how to cherish, protect and preserve them for future generations.

Only once in the past 20 years have I encountered a horseback rider posing a hazard by riding too fast. But the safety of horseback riders and their mounts is routinely threatened by speeding bikers, even on fire roads.

I think the California State Parks should ban bikes from ALL single-track trails and enforce a 5 mph speed limit on fire roads. Even that speed is twice as fast as most hikers and horse riders go.

It will take courage for you to reverse the misguided bike-trail policies of the past several decades, but many future generations of hikers and horse riders, and yes even responsible bikers, will be grateful.

Sincerely,

Tom Siebert
Camarillo CA

P582-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P583

Statewide Trails - Multi-Use

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Statewide Trails - Multi-Use

Qrup dq#2#kduq#Vlp p rggv#wrvlp p rggvC urdguxqqhulfrp #

Sent: Vdwxgd|#5hfnp eh#4/#5345#4=3<#DP #

To: FHTD#QVF#

To: Environmental Coordinator, California Dept. of Parks and Recreation
 From: Norman Simmonds, Trail Maintenance Crewleader, Santa Monica Mountains Trails Council
 Subject: Mountain Bikes on Single Track Trails - Change-in-use Evaluation process

I would like to express my opposition to allowing mountain bikes on single track trails in the Santa Monica Mountains. I am a hiker who, being retired, is fortunate to have the time to spend several days per week hiking on both single track trails and fire/utility roads in the Santa Monica Mountains. I enjoy the peace and serenity of being out in wilderness areas away from the traffic and hustle and bustle of the cities. When hiking a single track also used by bikers, usually illegally on "no-bike trails", the serenity is lost because I must constantly be on the alert for speeding bikes. I don't have a problem with bikes on the fire/utility roads, even if their speed is excessive, because there is ample room for everyone. There is enough space to see and to avoid.

Many bikers prefer single track's because they are more "exciting" to ride and they can test their technical skills at maneuvering sharp curves at high speed in narrow spaces and other obstacles. The very fact that the biking community is attempting to open up single track's is testament to the fact that such expansion of use should not be allowed. It's not peace and serenity they're after. It's "excitement". If they want the same peace and serenity hikers enjoy on single track's, let them leave their bikes at home. Otherwise, let them share the fire/utility roads. There are plenty of them.

Thank you for your time,

Norman Simmonds, SMMTC

P583-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P584

Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: Prqgd|/Qryhp eh#59/#5345#p-65#P #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 19:32

Submitted by anonymous user: [99.27.203.62]

Submitted values are:

--Contact 1--
First Name: dash
Last Name: sinclair
Street Address:
Street Address Line 2:
City: 95060
Postal Code: santa cruz
State/Province: CA
Phone Number:
Email:

Comments: We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails

P584-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12725>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P585

Statewide Trails

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#i#Sdx#^svnl#hfnC jp dlfrp #

Sent: TuJd|/Qryhp eh#9/#5345#7-87#8P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 17:54

Submitted by anonymous user: [76.102.226.191]

Submitted values are:

--Contact 1--
First Name: Paul
Last Name: Skilbeck
Street Address: 1755 Van Ness Ave
Street Address Line 2: Apt. 502
City: San Francisco
Postal Code: 94109
State/Province: CA
Phone Number:
Email: pskilbeck@gmail.com

Comments:

First I would like to thank California State Parks for this opportunity to comment on the Environmental Impact Report affecting mountain bike use in California State Parks.

The work of CSP to provide more multi-use trails holds great potential to increase my access to and enjoyment of State Parks, so I really appreciate this work and urge CSP to use this EIR to take a step further and turn this potential into actuality. Currently I, and many other cyclists I know, do not cycle frequently in State Parks because of the limited mountain bike trail access.

Having studied countryside recreational land use at university level, I am delighted to see CSP acknowledging that tools and management strategies and methods exist, which can effectively maintain harmony between multiple user types within one area.

The results of your in-depth study of trail use conflict reflect my personal (infrequent) experiences. Mountain bikers respect the rights of other trail users and there are relatively few adverse encounters.

For example, the National Interscholastic Cycling Association (NICA) now has its Spirit of Howdy program, which educates teenage mountain bikers to slow to a speed at which they can be heard saying 'howdy' to hikers, equestrians and other trail users.

I would suggest enlisting volunteer work parties from IMBA and other specialist trail maintenance groups to consult on the conversion of existing trails to multi-use. The work required could be minimal. Hundreds of trails in parks have functioned adequately for years as multi-use trails even though not officially designated as such.

Over-engineering of trails is expensive, frequently unnecessary, and would certainly diminish my enjoyment of the countryside experience. I propose that trails should be sustainable, blend into the surrounding environment and both



P585-1

P585-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

Statewide Trails

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use and showcase a park's existing features.

| P585-2
| cont'd

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12374>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P586

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Dn{#^p lkd646C jp dldfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#6-86#8P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:53

Submitted by anonymous user: [67.180.230.66]

Submitted values are:

--Contact 1--
First Name: Alex
Last Name: Smith
Street Address: 240 Felix St
Street Address Line 2:
City: Santa Cruz
Postal Code: 95060
State/Province: CA
Phone Number: 4156868823
Email: smitha313@gmail.com

Comments: let mountain bikers enjoy the outdoors too!

I P586-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12831>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P587

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Gdyh#GdyhC vkxwVp lkdgyhqwuivlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#43#5P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:10

Submitted by anonymous user: [71.141.102.13]

Submitted values are:

--Contact 1--
First Name: Dave
Last Name: Smith
Street Address: 124 Vista Mar ct.
Street Address Line 2:
City: Aptos
Postal Code: 95003
State/Province: CA
Phone Number: 831-234-3383
Email: Dave@shuttleSmithadventures.com

Comments:

I believe this is very sustainable. Thank you for taking the necessary steps. If we can get people off their computers and ride their bikes in our beautiful park system getting some old-fashioned good clean exercise and to be a lot happier/healthier society.

P587-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12893>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P588

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#Jduhw#^jvp lkC vudp lfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#-5: #SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:27

Submitted by anonymous user: [68.255.220.125]

Submitted values are:

--Contact 1--
First Name: Garrett
Last Name: Smith
Street Address: 1365 Bishop Street
Street Address Line 2:
City: San Luis Obispo
Postal Code: 93401
State/Province: CA
Phone Number: 8055498861
Email: gsmith@sram.com

Comments:

First, I like to offer my thanks to the CSP for the opportunity to make comments.

I appreciate the major steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that complement the sense of place. People come to parks to enjoy the trails.

Sincerely,
Garrett Smith

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12317

P588-1

P588-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P589

Change-in-use Evaluation

Page 1 of 2

Change-in-use Evaluation

Whul#p Wk#z WkhwlddC |dkrr1fd#

Sent: Wxhvgd|#2ryhp eh#5:#5345#=#34#DP#

To: FHTD#QVF#

Mountain bikes do NOT belong on single track hiking trails. I volunteer on a trail maintenance crew and have almost been hit many times. One morning a biker banged into an elderly trail worker, ignored our pleas to slow down and then knocked down another trail worker a bit further up the trail.

I understand that a Change-in-Use Evaluation Process could result in many more mountain bikes on trails. Based on public policy in urban areas, personal experience and on a reading of the California Recreational Trails Plan, Phase 1, June, 2002, the presence of mountain bikes on trails is unwarranted and dangerous. My conclusions are based on the following.

P589-1

1. Bicycles and pedestrians are separated in urban areas. Bicycles are not allowed on sidewalks with pedestrians as this represents a well-documented danger to both. Also, cities are increasingly providing restricted bicycle-only lanes on streets to protect bicyclists from automobiles.

2. It is very difficult for a bicycle rider on a trail to see/hear a hiker in time to stop or for a hiker to see/hear a bicycle in time to get out of the way (and on trails traversing a steep slope, as is common, there may be no safe way to get off the trail). Just one recent example: I was hiking a trail in the Sierra National Forest in September, 2012. Its characteristics are similar to many trails in California State Parks (including the Wood Canyon Vista Trail in Point Mugu State Park that I hiked last week). I heard someone say "Whoa... one more coming." I somehow knew that this was a mountain bicycle and instinctively--without time for thought or planning--I stepped to the side of the trail and fought for balance as the first mountain bicycle went by at a high rate of speed. I could easily have fallen back into the middle of the trail, possibly resulting in bruises, broken bones or neurological damage to me and/or to the bicycle rider. If a small child had been walking or riding on the trail and had been hit by one of the two fast-moving adults, the damage could have been severe or fatal.

P589-2

3. The California Recreational Trails Plan, Phase 1, June, 2002, "Statewide Trails Office Mission" (p. 3) states that "The system should be accessible to all Californians for improving their physical and mental well-being..." Hiking on the same trail with mountain bicycles objectively results in an increased risk of physical injury to both hikers and bikers as just discussed. I think--worry--about this while hiking on trails that allow access to mountain bicycles and this worry reduces my mental well being. If I were hiking with a child, the danger and worry would increase exponentially. This situation includes small children/hikers and small children/bikers. I assume that mountain bikers also worry about colliding with hikers, other bikers or even small children walking or riding. The increased risk to both bikers and hikers is predictable and thus should be avoided by sound policy. Close encounters with fast-moving bicycles induces fear and anxiety (this is based on conversations with many of my fellow hikers) and thus reduces accessibility to our parks.

P589-3

4. The danger present with co-use of trails by hikers and bikers can in theory be lessened by trail engineering. An example is the Tapia Spur Trail leading into Malibu Creek State Park. I hiked this recently and noted that pairs of large boulders had been placed at blind corners, presumably to provide "gates" that would

P589-4

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

Change-in-use Evaluation

slow the progress of mountain bikes and lessen the chance of collisions. However, the Trails Plan states that one of its missions is to respect and protect "the integrity of [California's]... natural... resources" (p.3). The placement of boulders does not do this. They alter the natural topography and bring to mind an engineered speed track. The implicit message is that any natural trail is unsafe if used by both hikers and bikers (and potentially small children as well).

P589-4
cont'd

5. Many state parks have miles of fire roads that can be used by mountain bikers. This is particularly true in the Santa Monica Mountains. The fire roads are wide enough and have good enough visibility so that responsible mountain bikers can avoid collisions.

P589-5

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P590

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#dfkdu|#^}vp lkC wxfkwihhv1frp `#

Sent: TuJd|#Qryhp eh#9/#5345#=#39#SP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:06

Submitted by anonymous user: [76.103.144.63]

Submitted values are:

--Contact 1--
First Name: zachary
Last Name: smith
Street Address: 4881 trent dr
Street Address Line 2: 4881 trent dr
City: san jose
Postal Code: 95124
State/Province: CA
Phone Number: 408 7716428
Email: zsmith@touchtrees.com

Comments:

I support opening more State Park trails to mountain biking.

Well built trails in many public lands hold up well to bike use.

With more trail access, more visitors will utilize the parks, especially the farther reaches where most hikers don't venture.

The presence of bikers will increase security and decrease abuse of the SP lands, helping the workload of rangers to patrol the far corners and backwoods areas.

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12302>

P590-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P591

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Mrudq#Mp rnh4<;:C jp dldfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#8-88#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 18:55

Submitted by anonymous user: [50.131.178.147]

Submitted values are:

--Contact 1--
First Name: Jordan
Last Name: Smoke
Street Address: 1607 Fifth Ave.
Street Address Line 2: Apt 9
City: San Rafael
Postal Code: 94901
State/Province: CA
Phone Number: 4153423513
Email: Jsmoke1987@gmail.com

Comments: I would like to see more access to mountain bike trails in state parks. Either through the allowance of use on existing trails or the creation of trails for mountain bikes. Mountain bikers are a rapidly growing user group and should be recognized.

P591-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12512>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P592

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#ci# lkdhg#p lkdhoqhdgC glhfwrqiqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#8<#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:59

Submitted by anonymous user: [216.57.73.82]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Snead
Street Address: PO Box 675
Street Address Line 2:
City: Lotus
Postal Code: 95651
State/Province: CA
Phone Number:
Email: michael@snead@directcon.net

Comments:

I believe the following:
Thank you for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P592-1
P592-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12984

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P593

Statewide Trails

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Statewide Trails

Hydq#N#hy46C krwp dlfrrp `#

Sent: Wxhvqd|#hfrp eh#7/#5345#5-67#SP #

To: FHTD#QVF#

Dear California State Parks,

I support your efforts in creating the PEIR and the steps State Parks are taking to promote multi-use trails. I hope that the PEIR will enable State Parks to expand trail opportunities for mountain biking as well as for all user groups within the State Parks.

In my local area, The San Diego Mountain Biking Association has been working directly with State Parks to maintain and re-route trail. Partnerships such as this are great for both trail users and State Parks, as we supply free labor to help maintain and improve the trails, thereby reducing costs in the parks, and get better trails at the same time. Over time this will attract more people to State Parks, which will help support maintaining or even raising funding levels for parks rather than the current pressure to reduce budgets and close parks.

P593-1

One thing I would like to comment on is the reference to State Code (P4 – 14-3) which infers that trails should not be “attractions in themselves”. I believe this part of the code was meant to prevent development within State Parks such as restaurants and athletic facilities, which is something I fully agree are not appropriate in parks. Trails, however, are the reason people come to visit State Parks and should be considered a main attraction. Trails are what allow users to visit areas of the park, take in the views, and experience nature, and have fun exploring.

P593-2

An excellent network of trails which offer good connectivity and are built sustainably are key to good user experience. While I understand State Parks does not promote trails specifically to cater to mountain bikers needs (technically difficult trail, fast speeds, and jumps), it does not take a lot to provide trails which offer a good user experience for mountain bikers. In fact, in converting trails which are currently hiker only to multi-use, very little needs to be done in most cases.

There are hundreds of trails in parks that have never been specifically modified for multi-use, which have been happily used by all users for many years. With any government agency there is a tendency to over-engineer trails at unnecessarily expense, often turning interesting, twisting singletrack into boring, flat, 8ft wide graded “trails” that are wide enough to drive a full size truck on. Trails such as this do not offer the nature experience craved by hikers and mountain bikers. I hope that State Parks will not fall into this trap, and that they will work with local user groups during any conversion process to meet those users needs without incorporating unneeded changes to existing trails.

P593-3

The in-depth study of trail use conflict showing low levels of user conflict involving mountain bikers is

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

Statewide Trails

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encouraging and supports the on-the-ground and anecdotal experience of most users. There is a small but vocal community of opponents to mountain biking and it is nice to finally see an objective report to dispel the misinformation being promoted by these anti-access folks. Thank you for putting this study together. The acknowledgement that there are effective tools and methods to successfully manage multi-use trails is a very positive step.

P593-3
cont'd

Thank you for giving the public the opportunity to make comments on the Draft Program EIR.

Sincerely,

Evan Sollberger

San Diego, CA

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

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Statewide Trails

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Statewide Trails

Edueud#Vrp p hu#vvp p huj dughqC jp dlfirp `#

Sent: P rggd|/6hfnp eh#6/#345#; -8<#P #

To: FHTD#QVF#

To Environmental Coordinator, CA Dept of Parks and Recreation,

It has come to my attention that there is a proposal to change the designation of some single use trails in the Santa Monica Mountains to multi use trails to include mountain bikes. These narrow trails are already eroding and in need of repairs. The wear caused by bikes will further damage them. Also, bikes move much faster than those of us on foot. Having to dodge bike traffic will cause tension that I come to the mountains to avoid To be blunt----on coming bike traffic on a narrow trail is DANGEROUS!

The Musch Trail in Topanga State Park gains elevations with a series of steps. The idea of mountain bikes racing down this trail is horrifying! Please consider the hundreds of hikers before you open their refuge to vehicles.

As a school walk docent, I take children hiking on these narrow trails. I would not want to endanger them.

THank you for your consideration in this matter.

Barbara Sommer

P594-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P595

Statewide Trails

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lqrc p edlfrp #lqrc p edlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#3<#BP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:09

Submitted by anonymous user: [24.4.39.40]

Submitted values are:

--Contact 1--
First Name: Mike
Last Name: Sooder
Street Address: 655 S. 12th Street
Street Address Line 2:
City: San Jose
Postal Code:
State/Province: CA
Phone Number:
Email:

Comments: Thank you for allowing mountain biking on specified state park trails

P595-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12951>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P596

Statewide Trails

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Statewide Trails

Hp lnr#Vrurnd#^hp lnrC p hlfrrp `#

Sent: P rqqd|/Ghfrp eh#B6/#E345#3-67#SP #

To: FHTD#QVF#

CC: de1kd1jkC yhu1rq1qh#

Environmental Coordinator,

As a Topanga resident and docent, I would like to express my opinion on multi-use and single-use trails.

There is nothing inherently wrong with mountain bikers, but I believe they should stay restricted to the fire roads, of which there are plenty. They have enough room for bikers to safely pass hikers, with nobody being driven off the trail. I think of these as the "highways" of the mountains; people may walk along a highway, but they know to watch out for cars. Footpaths are more like the "sidewalks"; they are safer for groups and young children. Hikers can enjoy nature without worrying about being run over by a bicycle.

I have led several hikes with my mother, also a Topanga Docent, for young homeschoolers. Mountain bikes are a hazard, especially to children, and disrupt the peace of the outdoors. When a bicyclist comes by on a narrow trail, hikers must often scramble up- or downhill to get out of the way. And hikers can be just as dangerous to bikers! My mother was once an avid mountain biker, and her worst accident was when she crashed while avoiding a toddler who unexpectedly ran into the road. On a narrow trail, bikers and hikers would be a serious hazard to each other. The danger could discourage people from using the trail at all! To minimize accidents and maximize enjoyment of the parkland, we must keep some trails bike-free. We don't allow cars on the sidewalk, and we shouldn't allow bikers on the footpaths.



P596-1

Thank you for reading,

Emi Soroka, age 15

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P597

Statewide Trails

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Statewide Trails

P du#rurnd#p duvxhc p df1frp `#

Sent: P rqqd|/Ghfnp eh.#6/#6345#; -66#P #

To: FHTD#QVF#

Cc: o|qgh#kdljk#de#kdljkC yhuu}rq1ghw*

Dear Environmental Coordinator,

CA Dept. of Parks and Recreation

Re: Statewide Trails

I have enjoyed the Santa Monica mountain fire trails and footpaths for many years. In my twenties and late thirties, I would rush home after work, strap my Stumpjumper to my Yakima rack, drive to Amalfi and pedal to the top of Westridge and back before it got too dark. This was my workout. On weekends my friends and I would spend Sunday mornings riding atop ridges and snaking down switchbacks to Sullivan Canyon. Now that I'm a mom with teenage children, I find myself using the same fire roads to hike and drive my son to Boy Scout camp at Josepho and Circle X. My 15 year old daughter and I lead hikes on the trails I once biked on. We volunteer at the Nature Center, help with the docent led hikes and never miss the Ecology Weekend at Malibu Creek.

Having used the park trails as a mountain biker, hiker and driver, I strongly recommend that footpaths be designated for foot traffic only! Most walking trails are narrow and winding. They're often grooved from erosion and slippery when wet. They literally hug the mountainside and are not safe for heavy use or passing traffic. I've instructed hikers ages three to eighty three to scramble up steep inclines and make way for oncoming mountain bikers and horses. At times we waited twenty or more minutes for the last rider to pass. (This is especially disruptive to nature classes and organized hikes.)

As an avid user of these trails, I feel that single tract trails designated for multi-use actually DISCOURAGE USERS! Sharing a narrow footpath with groups of mountain bikers is not only unpleasant, it's unsafe! My worst bicycle accident involved sudden braking to avoid hitting a toddler who crossed the bike path, then doubled back to cross again just as I approached. I quickly squeezed the brakes and hit the ground.....the toddler was unharmed.

Please, for the safety of all hikers (toddlers to seniors) and bicyclists of all abilities: Do not designate single tract footpaths for multi-use. Bicyclists should ride on fire roads only, where there is ample room to safely pass others. If bicyclists want to use the Munch Trail, they should park their bikes and enjoy a quiet, reflective walk on one of the few remaining trails reserved for hiking.

As an alternate solution, I'd like to suggest leaving the existing narrow foot trail untouched and assigning even numbered days for hiking and odd numbered days for mountain biking /horseback riding.

Thank you for your time,

Mari Soroka, Topanga resident since 2007 and Docent since 2010

P597-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P598

Statewide Trails

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Statewide Trails

hjrC p edlfrp #^hjrC p edlfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#-7:#SP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 19:47

Submitted by anonymous user: [208.127.30.182]

Submitted values are:

--Contact 1--
First Name: Roxanne
Last Name: Soto
Street Address: 311 N. Park Lane
Street Address Line 2:
City: Orange
Postal Code: 92867
State/Province: CA
Phone Number: 714-771-3669
Email:

Comments: I'm passionate about MTBing in addition to being passionate about conservation. In general, most mtbers understand the how important are Parks are. Keeping the balance is crucial. Let us work together!

P598-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13082>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P599

California State Parks Road and Trail Change-in-Use Evaluation Process

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California State Parks Road and Trail Change-in-Use Evaluation Process

MStirfry@aol.com [MStirfry@aol.com]

Sent: Wednesday, November 28, 2012 4:48 PM

To: CEQA NSC

Dear Environmental Co-ordinator,

I am an equestrian who enjoys riding the Griffith Park and surrounding trails, and I often ride with groups of friends. We are all very safety-conscious, as one must be when riding a live animal through winding, rough terrain with cliffside.

Please take a moment to envision what could easily happen when an unsuspecting horse, or group of horses, is suddenly met head-on or from behind by a bunch of speeding, whining bikes? Horses are easily spooked and this is a guaranteed recipe for disaster.

Further, the beautiful terrain is destroyed by the thin bicycle tires which erode the trails.

Please keep the sanctity of our peaceful equestrian trails, and do NOT allow the cyclists access. If they persist this will inevitably escalate to injuries and lawsuits, costing all parties involved.

Thank you for your protection and attention to our safety.

Sincerely,
R. Spier

P599-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P600

Statewide Trails

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Statewide Trails

hirc p edlfrp #^hirc p edlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#-39#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 16:06

Submitted by anonymous user: [142.129.148.153]

Submitted values are:

--Contact 1--
First Name: Jill
Last Name: Sprance
Street Address: 377 w wilson
Street Address Line 2: #7
City: Costa Mesa
Postal Code: 92627
State/Province: CA
Phone Number: 7345647944
Email:

Comments:
To Whom It May Concern:

I would like to thank California State Parks for creating the Draft Program Environmental Impact Report, Road and Trail Change in Use Evaluation Process. I hope this document will help streamline the process of opening more trails to multiple uses, particularly mountain biking.

State Code (P.4.14-3), which limits the development of park facilities that would be "attractions in themselves", should not be interpreted to pertain to trails. The spirit of this code is to limit park developments that are environmentally and visually disruptive such as amusement parks and stadiums. Trails, on the other hand, blend in to the landscape, cause little environmental impact, and provide transportation as well as recreation. Development of new trail systems and the improvement of existing systems should not be limited by a code meant to limit more destructive, costly developments.

Thank you for your consideration,
Jill Sprance

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12507

P600-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P601

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dy#^#gdy#l#wj#up dlqC vdl#wj redlqfrp #

Sent: P rqqd|/6hfrp eh#6/#5345#5-34#5P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 13:01

Submitted by anonymous user: [192.109.145.41]

Submitted values are:

--Contact 1--
First Name: david
Last Name: st germain
Street Address: 281 old bridge
Street Address Line 2:
City: Anaheim
Postal Code: 92808
State/Province: CA
Phone Number: 9492935218
Email: david.r.stgermain@saint-gobain.com

Comments: Open the trails to the fastest growing sport in the nation - next to lacrosse - this is a must to support, otherwise we face the fact that trails we be built illegally thus destroying the environment.

P601-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13268>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

P602

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#nvh#nvhc p hqgre.hvsvuhlfrp '#

Sent: Vxqgd|/Qryhp eh#; #5345#; 33#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 09:00

Submitted by anonymous user: [107.200.44.128]

Submitted values are:

--Contact 1--
First Name: jesse
Last Name: stafford
Street Address: 18701 cypress rd
Street Address Line 2:
City: fort bragg
Postal Code: 95437
State/Province:
Phone Number: 7078139164
Email: jesse@mendobikesprite.com

Comments: Please allow more Trails in State parks to be used by cyclists, it's the best way to get the public to see more of the state parks beauty and get them out and exercising.

P602-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12481>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P603

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#ci#hyq#np wduC jpdldlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#-7; #DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 08:48

Submitted by anonymous user: [63.205.198.137]

Submitted values are:

--Contact 1--
First Name: Kevin
Last Name: Starr
Street Address: PO Box 9299
Street Address Line 2:
City: Truckee
Postal Code: 96162
State/Province: CA
Phone Number:
Email: kmstarr@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P603-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P603-2

Thank you,
Kevin Starr

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12480

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P604

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#ghdq#gwhsshuc h{flwhlfrp #

Sent: Z hqghvgd|/Qryhp eh#; #5345#; #75#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:42

Submitted by anonymous user: [68.109.77.213]

Submitted values are:

--Contact 1--
First Name: Dean
Last Name: Stepper
Street Address: 2937 Terry Road
Street Address Line 2:
City: Laguna Beach
Postal Code: 92651
State/Province:
Phone Number: 949.376.2307
Email: dstepper@excite.com

Comments:

I support expanded use of Mountain Bikes on existing trails and the expansion of new trails to disperse trail in high use areas.

My main comment is about El Moro State Park in Orange County and question why bikes are not allowed in a park that has overnight camping. Most State Parks allow night time use but not parks in Orange County.

P604-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13027>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P605

Statewide Trails

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#ri#Uhgq#^rwkH584C |dkrrlfrp #

Sent: Prqgd|/Qryhp eh.#</#345#5-8;#SP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 15:58

Submitted by anonymous user: [67.161.30.124]

Submitted values are:

--Contact 1--
First Name: Rene
Last Name: Sterental
Street Address: 3473 Park Blvd.
Street Address Line 2:
City: Palo Alto
Postal Code: 94306
State/Province: CA
Phone Number:
Email: orthie251@yahoo.com

Comments:

Thank you for the opportunity to comment on California State Park's (CSP) inclusion of multi-use trails.

I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. There are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

Hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

Rene

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12569

P605-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P606

Trail use

Page 1 of 1

Trail use

H*ODQD#/WHUOIQJ#h@lqdvC |dkrrIfrrp #

Sent: Tue, 12/4/2012 10:55:45 AM

To: PHTD#QVF#

To: Environmental Coordinator, California Dept. of Parks and Recreation in the Change-in-use Evaluation process that is now taking place. State Parks

From ELana Sterling

November 30, 2012

I don't believe mountain bikes should be allowed on narrow trails meant for hikers. Bicycle riders are dangerous on single track trails, if they are allowed on trails were meant for hikers we will see a significant increase in injuries. To both bikers and hikers, this should be avoided. These encounters with fast-moving bicycles can and should be prevented by sound policies.

P606-1

Thank You

ELana Sterling

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P607

Statewide Trails

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Statewide Trails

lqrC lp edlfrp #lqrC lp edlfrp #rq#ehkdc#ci#Fdp hurq#^fdp hurq1whz duC |dkrrlfrp #

Sent: P rggd|/Qryhp eh.#59/#5345#3-48#SP #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 23:15

Submitted by anonymous user: [67.164.59.204]

Submitted values are:

--Contact 1--
First Name: Cameron
Last Name: Stewart
Street Address: 103 Gable Ct.
Street Address Line 2:
City: San Rafael
Postal Code: 94903
State/Province: CA
Phone Number: 4154467311
Email: cameron.stewart@yahoo.com

Comments:

Dear State Parks,

Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P607-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P607-2

Thank you.

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12729

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P608

Statewide Trails

Page 1 of 1

Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#WHYH#^VWHZ DUW;C jp dldfrp #

Sent: Prqgd|/Qryhp eh.#</#345#6;#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 15:38

Submitted by anonymous user: [132.241.16.223]

Submitted values are:

--Contact 1--
First Name: STEVE
Last Name: STEWART
Street Address: 296 E. Sacramento AVE
Street Address Line 2:
City: CHICO
Postal Code: 95926
State/Province: CA
Phone Number: 5303439172
Email: S STEWART8@gmail.com

Comments:

To Whom it May Concern,

I am appreciative of and firmly support the California State Parks System efforts to more fully integrate multi-use trails into the existing trail systems where appropriate. Decades of research has clearly shown that multi-use trails can be sustainable and integrated into the park system. When I bring my family to a state park we all enjoy trails in a variety of ways and the trails are a major reason we visit the state parks in the first place. Opening the trails to additional users will only help build support for the park system and I support the changes suggested in the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR). Thank you for your time.

P608-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12568

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P609

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Mii#Vwnhv6<98C |dkrrlfrp #

Sent: P rggd|/6hfrp eh#6/#345#6=<#P #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 15:39
Submitted by anonymous user: [198.228.217.150]
Submitted values are:

--Contact 1--
First Name: Jeff
Last Name: Stokes
Street Address: 139 warren st
Street Address Line 2:
City: Martinez
Postal Code: 94553
State/Province: CA
Phone Number:
Email: Stokes3965@yahoo.com


Comments: Thank you CSP for this opportunity and this forum to make comments.
Adding mountain bikes to trail access will boost trail usage for all
increasing profits while increasing enjoyment for all. It's a win win!
Mountain biking is gaining popularity and is in no way having a negative
effect on trails.

P609-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13276>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

P610

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name Sherrie Stolarik

Mailing Address 25241 Carson Way Stevenson Ranch, CA 91351

Email Address Sherrie@Ascend.PR.com

Comments Change-in-use process to modify trails to accommodate
mtb bikes is putting the public in danger. We hope the process
will allow removal of this user when incidences warrant
this.
Spending money to cater to this extreme sport is a violation
of the 14th Amendment = Hikers + Equestrians need safety on trails,
not mtb bikers who speed, do not yield, are inconsiderate +
do not care
I have to counter my horse to keep up w/ a mtb biker.

Meeting Date Multi Use is a means to have only Bikes on the trail.
Process - not by user groups when it is mtb bikers wanting to use the trail first.

Oct 27
2012

P610-1

P611

Change-in-use Evaluation process that is now taking place

Page 1 of 1

Change-in-use Evaluation process that is now taking place

nduhqdvwrqh4C drdfrrp #nduhqdvwrqh4C drdfrrp \#

Sent: Wxhvvd|/D ryrp eh#5 : #5345#-43#SP #

To: FHTD#QVF#

TO: Environmental Coordinator, California Dept. of Parks and Recreation in the Change-in-use Evaluation process that is now taking place.

Please accept this letter as opposition to opening the trails of California to mountain bikers.

As an equestrian that rides the trails weekly, I worry about the fragile environment. Not surprising mountain biking has a negative effect on vegetation and soil. Studies showed that, "Mountain biking significantly decreased vegetation height, even at very low levels (25 passes) of recreation use. Additionally mountain biking caused vegetation to be crushed, soil to be compacted, and led to changes in species composition and the loss of some subalpine species in the community. Riding up or down slope caused more impact than riding on a gentle slope."

The real science proves that mountain biking is destructive on and off trail. They can go further, and higher on a bike than the average hiker. Although they are supposed to stay on designated trails, experience will show they typically go off and create "secret" trails furthering the destruction and increasing the risk of run in with wildlife.

The single track trails are accidents on the way to happen. As they race on a downhill slope with blinding curves, and sheer drop offs, there is no safe place to step off even if you had the time to do it. I can't imagine what a family with small children would do, or someone on horseback.

Thank you for considering my letter.
Sincerely,
Karen Stone

P611-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P612

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#ehkdc#ci#hul#hulfbwruqhc |dkrrlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#5-7<#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:49

Submitted by anonymous user: [68.125.52.75]

Submitted values are:

--Contact 1--
First Name: Eric
Last Name: Storne
Street Address: 512 7th Ave
Street Address Line 2:
City: Menlo Park
Postal Code: 94025
State/Province: CA
Phone Number: 650-464-5073
Email: eric_storne@yahoo.com

Comments:

Thank you for the opportunity to comment on this issue, and for the consideration of including mountain bikes in the consideration of multi-use trails. I have been mountain biking in the San Francisco Bay Area and Lake Tahoe area for over 20 years. I am asking that CSP use the PEIR to provide much needed trail opportunities for cyclists. In the SF Bay Area and in Lake Tahoe, there are several examples of how effective tools and methods can successfully manage multi-use trails to provide all stakeholders with an enjoyable outdoor experience.
Thanks- Eric Storne

P612-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12290>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P613

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#dvrg#tz vC hkcmw|lrj #

Sent: Vdwxgd|/Qryhp eh#: #5345#6-06#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 16:53

Submitted by anonymous user: [50.193.16.242]

Submitted values are:

--Contact 1--
First Name: Jason
Last Name: Strnad
Street Address: 1333 gough st #8k
Street Address Line 2:
City: san francisco
Postal Code: 94109
State/Province: CA
Phone Number: 4155086976
Email: jws@ehlokitty.org

Comments: I am a regular user of the trail facilities all around the Bay Area and enjoy trips to other CA State Parks, often for the purpose of riding that parks trails. By using the PEIR, CSP will provide much needed trail opportunities for cyclists while respecting the rights of all park users. Ultimately that means more of the public will benefit from the parks. I vote, I support CSP with my taxes and usage fees and I appreciate the benefit of these resources. Millions of users make use of multi-use trails and there are precious few complaints and even fewer accidents. Common sense and good stewardship go a long way toward making this so, and this sort of partnership of users needs to take precedence over burdensome analysis and bureaucratic rule making. Obviously there is some need for review and oversight, but it should not be made so burdensome as to prevent actual users actually using the park resources.

P613-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12449>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P614

PEIR comment

Page 1 of 1

PEIR comment

Ted Stroll [tedstroll@yahoo.com]

Sent: Tuesday, November 13, 2012 6:39 PM

To: CEQA NSC

Dear Environmental Coordinator:

The overall concept of a PEIR is welcome. For years now, CEQA has been an enormous impediment to improving California's infrastructure, including trails in state and local parks and preserves. One hopes that the Legislature will someday reform CEQA comprehensively, but until that day comes, this is a move in the right direction.

I have only a few comments.

1. A number of the empirical observations in the draft EIR for the PEIR are most welcome, particularly that allowing bicycles on trails confers numerous economic, social, and health benefits, and that any problems that may arise from multiuse are manageable. It's also good that the draft EIR notes that perceptions about the problems of multiuse greatly exceed the reality. Perceptions are important, but public policy cannot be based solely on unfounded fears or baseless hostility to change.

P614-1

2. At the same time, the PEIR process should not lead to trails so highly engineered for safety and predictability that they become boring. Trails that are merely narrower versions of dirt roads will remove people from the exhilaration of feeling like they're in a natural setting. There's a reason that we don't turn Highway 1 into a coastal version of Interstate 5, and that reason applies to trails too.

P614-2

3. I don't quite understand the reference to avoiding the construction of trails that would be "attractions in themselves." Trails should, ideally, be attractions in themselves, as long as they don't attract the wrong kind of use. No one wants a trail to attract litterers, smugglers of human beings from Mexico, or pot growers, but trails like the Pacific Crest Trail are valuable attractions in themselves and generate social and economic benefits from being so. (The PCT suffers from not being multiuse, but one hopes that'll soon be changing, and if it doesn't change on federal land, California State Parks should announce that henceforth the PCT within state park boundaries will be open to all nonmotorized uses.)

P614-3

Thanks,

Ted Stroll
San Jose

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/14/2012

P615

Re: [romp-core] PEIR comment

Page 1 of 2

Re: [romp-core] PEIR comment

vocinam@yahoo.com [vocinam@yahoo.com]

Sent: Tuesday, November 13, 2012 10:20 PM

To: Rompcore Group [romp-core@googlegroups.com]; CEQA NSC

 Ted,

That's short and sweet. Great.

I have a hard copy of the PEIR, including the over 900 page appendices.

There is a record of public commentary in there from 2010 of the response to the Notice of Program (NOP), (to create the PEIR draft we are evaluating now).

I could not help but notice that ROMP's voice was missing in the mix. BTCEB made some good comments. I do remember this vaguely being on the radar, and being too consumed to pay attention. My rationale was that Tom Ward and Michael Kelley would have our backs.

This PEIR is important.

There's a small discussion on the mtbr Norcal forum. Mtbr user Harry Callahan echoed some of my opinions this evening. Interesting.

This afternoon we learned that a former General is now State Parks director. This doesn't sound so good to me. I'll have to develop that later.

-pN

Sent via BlackBerry by AT&T

From: "Ted Stroll" <tedstroll@yahoo.com>
Sender: romp-core@googlegroups.com
Date: Tue, 13 Nov 2012 18:39:02 -0800
To: 'CEQA NSC' <CEQANSC@parks.ca.gov>
ReplyTo: romp-core@googlegroups.com
Subject: [romp-core] PEIR comment

Dear Environmental Coordinator:

The overall concept of a PEIR is welcome. For years now, CEQA has been an enormous impediment to improving California's infrastructure, including trails in state and local parks and preserves. One hopes that the Legislature will someday reform CEQA comprehensively, but until that day comes, this is a move in the right direction.

I have only a few comments.

1. A number of the empirical observations in the draft EIR for the PEIR are most welcome, particularly that allowing bicycles on trails confers numerous economic, social, and health

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/14/2012

P615-1

Re: [romp-core] PEIR comment

Page 2 of 2

benefits, and that any problems that may arise from multiuse are manageable. It's also good that the draft EIR notes that perceptions about the problems of multiuse greatly exceed the reality. Perceptions are important, but public policy cannot be based solely on unfounded fears or baseless hostility to change.

2. At the same time, the PEIR process should not lead to trails so highly engineered for safety and predictability that they become boring. Trails that are merely narrower versions of dirt roads will remove people from the exhilaration of feeling like they're in a natural setting. There's a reason that we don't turn Highway 1 into a coastal version of Interstate 5, and that reason applies to trails too.

3. I don't quite understand the reference to avoiding the construction of trails that would be "attractions in themselves." Trails should, ideally, be attractions in themselves, as long as they don't attract the wrong kind of use. No one wants a trail to attract litterers, smugglers of human beings from Mexico, or pot growers, but trails like the Pacific Crest Trail are valuable attractions in themselves and generate social and economic benefits from being so. (The PCT suffers from not being multiuse, but one hopes that'll soon be changing, and if it doesn't change on federal land, California State Parks should announce that henceforth the PCT within state park boundaries will be open to all nonmotorized uses.)

Thanks,

Ted Stroll
San Jose

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To post, email romp-core@googlegroups.com.
To unsubscribe, email romp-core+unsubscribe@googlegroups.com.
For other settings, visit this group at <https://groups.google.com/d/forum/romp-core?hl=en>

P615-1
cont'd

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/14/2012

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Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#ri#Dc#jx.ldu888C krwp dlfrp #

Sent: Vd#wgd|#Qry#p eh#:#5345#-37#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 14:04

Submitted by anonymous user: [68.231.202.252]

Submitted values are:

--Contact 1--
First Name: Alan
Last Name: Sturm
Street Address: 23625 Teagan Circle
Street Address Line 2:
City: Laguna Niguel
Postal Code: 92677
State/Province: CA
Phone Number: 9498611965
Email: guitars555@hotmail.com

Comments:

Hello, I wanted to thank you the opportunity to make comments about this issue.

We mountain bikers appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists, and welcome the acknowledgement that there ARE ways to successfully manage multi-use trails. We understand the in-depth study of trail use conflict shows that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

We also understand the trail analysis may be time consuming, and lead to expensive trail alterations, and so we wish to emphasize there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years, and that care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. We also wish to state that in our opinion that State Code (P.4.14-3) should not be applied to trails, because trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Again, thank you for the opportunity to participate in this forum and have our voices heard. I believe that I and the groups I ride with represent the majority of decent, law abiding, courteous and safe cyclists. While there are a few "bad apples", they certainly do not spoil the whole bunch! Thanks!

P616-1

P616-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12438

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P617

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#rkqq|#rkqq|glw5343C jp dlfrp #

Sent: Wxhvgd|#ryhp eh#5:#5345#-57#5P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:24

Submitted by anonymous user: [166.147.89.144]

Submitted values are:

--Contact 1--
First Name: Johnny
Last Name: Sulecki
Street Address: 523 Kipuka Place
Street Address Line 2:
City: Kailua
Postal Code: 96734
State/Province: HI
Phone Number: 949-887-0289
Email: johnnydirt2010@gmail.com

Comments: As a former CA State Park Mountain Bike Patrol Volunteer, I feel it's important for people to have access to the State Park System.

P617-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12900>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P618

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#nhyq#nrv88:C krwp dlfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#-64#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:31

Submitted by anonymous user: [173.51.89.206]

Submitted values are:

--Contact 1--
First Name: Kevin
Last Name: Sumida
Street Address: 2133 Sherborne St.
Street Address Line 2:
City: Camarillo
Postal Code: 93010
State/Province: CA
Phone Number: 8053830345
Email: kks557@hotmail.com

Comments: Thank you very much for the opportunity to voice my opinion. As an avid mountain biker and taxpayer I truly appreciate the direction the California State Parks has taken in encouraging & promoting multi-use trails. I'm extremely excited to hear that we may have more trail access if the PEIR system is implemented as the new process for CSP. I am grateful that CSP realizes there are ways in which the trails systems can be used by individuals who enjoy the outdoors and trail system in different ways. The fact that an indepth study has been conducted that shows mountain bikers can and have used the trails alongside other trail users with few accidents and complaints shows that we as a whole are a very responsible group who appreciates the use of the trail systems in California. As a taxpayer I would like to see the shift to the PEIR system to avoid time consuming and costly conversion analysis on trails which have been used for years without incident. The outdoors are an extremely important resource of California and I think we should do whatever it takes to allow the maximum number of individuals to enjoy the outdoors. Thanks again for this opportunity!



P618-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12959

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P619

Statewide Trails

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Dxhg#vz lnh|@ jp dlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#-4:#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 22:17

Submitted by anonymous user: [24.130.146.100]

Submitted values are:

--Contact 1--
First Name: Lauren
Last Name: Swinkey
Street Address: 1180 Lochinvar Ave #42
Street Address Line 2:
City: Sunnyvale
Postal Code: 94087
State/Province: CA
Phone Number: 7347553874
Email: swinkey1@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P619-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P619-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12529

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P620

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #r#ehkdd#r#Wrp #^Wvz W}4567C krwp dlifrp #

Sent: Tu|gd|/Qryhp eh#3/5345#=-6<#P #

To: FHTD#QVF#

Submitted on Friday, November 30, 2012 - 22:39
Submitted by anonymous user: [71.198.39.199]
Submitted values are:

--Contact 1--
First Name: Tom
Last Name: Switzer
Street Address: 2289 Allegheny Way
Street Address Line 2:
City: San Mateo
Postal Code: 94402
State/Province: CA
Phone Number: 6503934981
Email: Tswitz1234@hotmail.com

Comments:

I'd like to thank CSP for the opportunity to make comments. As someone who has enjoyed the CA state parks as a hiker and mountain biker, I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails. I now bring my children so that they too will enjoy the trails.

P620-1

P620-2

Regards,

Tom Switzer

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13198>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P621

Statewide Trails

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#hkdc#i#Sdx#^swrvnC |dkrrlfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#7<#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:49

Submitted by anonymous user: [173.200.85.50]

Submitted values are:

--Contact 1--
First Name: Paul
Last Name: Sylveser
Street Address: 1954 Clear Falls Ave
Street Address Line 2:
City: La Verne
Postal Code: 91750
State/Province: CA
Phone Number: 626 485-5163
Email: pstoski@yahoo.com

Comments:

Thank CSP for the opportunity to make comments.
We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P621-1

P621-2

I fully support mountain bike use in California State Parks.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12858

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#judqw#judqw#;C krwp dlfpr #

Sent: Vdwxgd|/Qryhp eh#: #5345#6-33#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 16:00

Submitted by anonymous user: [24.5.48.179]

Submitted values are:

--Contact 1--
First Name: Grant
Last Name: Taggart
Street Address: 399 Poppy Hill Dr
Street Address Line 2:
City: Healdsburg
Postal Code: 95448
State/Province: CA
Phone Number:
Email: grant18@hotmail.com

Comments: I regularly use Annadell State Park and I'm happy to hear that CSP is considering opening more parks to MTB's! We are very passionate about our sport and our parks, as is evident by the fact that more MTBers show up on trail work days at Annadel than hikers and equestrians.

P622-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12446>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#WdyL#^wksdsdc |dkrrlfrp #

Sent: Wxhvgd|#hfrp eh#7#5345#5-54#SP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 13:21

Submitted by anonymous user: [71.93.229.140]

Submitted values are:

--Contact 1--
First Name: Travis
Last Name: Taylor
Street Address: 384 Calle Cerro
Street Address Line 2:
City: Morgan Hill
Postal Code: 95037
State/Province: CA
Phone Number: 4084655101
Email: tjhsppa@yahoo.com

Comments:

I am an outdoor enthusiast who has enjoyed countless hours of hiking, backpacking, mountain biking, and dirt biking within the State park system. In addition, I volunteer for trail work days at my local parks and am a member of the Uniformed Volunteer program at Henry W Coe SP.

I appreciate the opportunity to comment on the PEIR proposal. I am glad to see that CSP is recognizing the need to cut through red tape and streamline the process for trail building and conversion. I believe it will encourage more people to recreate in and appreciate the park system.

There is one area within the PEIR proposal that I would like to bring to your attention, as it concerns many of us who have worked to construct trails. It seems the PEIR relies heavily on recommendations within the CSP Trails handbook. Unfortunately, the trail standards within this manual are badly outdated and need major revision. Building sustainable trails that require very little maintenance should be the goal for all trail projects in State Parks, which is why I recommend the PEIR include references to the IMBA Trail Solutions guide as a more recent and logical standard.

Thank you for your time.

Travis

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/13333

P623-1

P623-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P624

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#shwu#hqqhvhqC jp dlfrp #

Sent: Tuqj|#Qryhp eh#9/#5345#=#48#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:15

Submitted by anonymous user: [69.170.15.2]

Submitted values are:

--Contact 1--
First Name: Peter
Last Name: Tennesen
Street Address: 755 Oak St
Street Address Line 2:
City: San Francisco
Postal Code: 94117
State/Province: CA
Phone Number: 4144269920
Email: tennesen@gmail.com

Comments: Mountain biking is the primary reason I visit state parks and a rewarding and healthy way to experience the natural landscape. The more mountain bike friendly trails there are, the more people will enjoy the natural beauty that California has to offer.

P624-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12310>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#ci#kch#xchbwhu|C p vq1frp \#

Sent: Z hgqhvgd|/Qryhp eh#; #5345# -59#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 08:26

Submitted by anonymous user: [209.234.147.7]

Submitted values are:

--Contact 1--
First Name: Julie
Last Name: Terry
Street Address: 1410 Watson
Street Address Line 2:
City: Costa Mesa
Postal Code: 92626
State/Province: CA
Phone Number: 7145578967
Email: julie_terry@msn.com

Comments: Thank you for reviewing and updating your land use policies to meet the changing needs of the park users and supporters.

P625-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13010>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#i#p dnf#p w k5333C |dkrrlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#7=33#5P #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 17:00

Submitted by anonymous user: [162.119.68.26]

Submitted values are:

--Contact 1--
First Name: mark
Last Name: thanassi
Street Address: 120 erica way
Street Address Line 2:
City: portola valley
Postal Code: 94028
State/Province: CA
Phone Number: 650-926-9777
Email: mtwh2000@yahoo.com

Comments:

Thanks to CSP for the opportunity to make comments. As an avid mountain biker, I appreciate the steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. Study has clearly shown that cyclists can safely share trail access.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P626-1

P626-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12365

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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lirC p edlfrp #^lirC p edlfrp #rq#hkdc#i#Q ln#^qkhdq36C |dkrrlfrp #

Sent: TuJd|/Qryhp eh#9/#5345#=#45#EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:11

Submitted by anonymous user: [209.249.70.4]

Submitted values are:

--Contact 1--
First Name: Nick
Last Name: Thelen
Street Address: 109 Navigator Drive
Street Address Line 2:
City: Scotts Valley
Postal Code: 95066
State/Province: CA
Phone Number: 408-836-0176
Email: nthelen03@yahoo.com

Comments:

Thank you for both the opportunity to comment and your hard work promoting multi-use trails.

I appreciate the studies conducted concerning trail use conflict, and that those studies show that over decades of Mountain Bikes riding trails complaints are few and incidents are extremely rare.

The trail conversion analysis can easily turn into a huge time sink with little or no return...there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Please be careful about trail conversion analysis as it easily could end up resulting in an over-engineered nightmare.

State Code (P.4.14-3) is not applicable to Trails, as trails are designed to showcase nature's features...people return to Parks to enjoy nature.

Thank you for your time,
Nick Thelen

P627-1
P627-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12307

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#krc dv#krc dvyh5yhC jp dlfpr #

Sent: TuJd|#Qryhp eh#9/#5345#-78#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 18:45

Submitted by anonymous user: [50.131.56.58]

Submitted values are:

--Contact 1--
First Name: thomas
Last Name: theriault
Street Address: POB 31372
Street Address Line 2:
City: san francisco
Postal Code: 94131
State/Province:
Phone Number:
Email: thomaslve2lve@gmail.com

Comments:

The sport of cycling will help with our national security. Know why?
Because it can help keep kids in shape so they can be healthy enough to join
the military and live long enough to contribute to society.
The bicycle will also help the USA get away from short trips by car, there by
reducing gas consumption. this also helps with the national security issues.
Please open trails to all users. many trails are fine to use the way they
are. No need to engineer and develop new trails if trails are working now.
Save the money for rangers and other safety equipment.
I and many others are very excited to try out new trails. There are very few
user conflicts anymore. The sport is a great way to see our State Parks. I
also don't believe trails are "developments".
thanks for doing your job. We the people that ride bicycles need more areas
of recreation open for enjoyment.

P628-1

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12384

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#i#krc dv#krc dvoh5yhC jp dlfpr #

Sent: TuJd|#Qryhp eh#9/#5345#-66#6P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 18:33

Submitted by anonymous user: [50.131.56.58]

Submitted values are:

--Contact 1--
First Name: thomas
Last Name: theriault
Street Address: POB 31372
Street Address Line 2:
City: san francisco
Postal Code: 94131
State/Province:
Phone Number:
Email: thomaslve2lve@gmail.com

Comments:

thanks for keeping the pressure on the Parks systems.
some arguments for you.
The sport will help with our national security. Know why?
because it can help keep kids in shape so they can be healthy enough to join
the military and live long enough to contribute to society.

P629-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12382>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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l'irC p edlfrp #l'irC p edlfrp #rq#hkdc#ci#lul#Hwilhp dqC krwp dldfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#7-5; #EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 17:28

Submitted by anonymous user: [66.87.69.110]

Submitted values are:

--Contact 1--
First Name: Eric
Last Name: Thomas
Street Address: 11861 blanton ct
Street Address Line 2:
City: San diego
Postal Code: 92128
State/Province: CA
Phone Number: 8582540009
Email: ETfireman@hotmail.com

Comments: Thank you for taking the time to consider how important it is to offer Mountain biking. I ride my bike to work every day on both trails and the road. I enjoy the opportunity to connect with nature each morning before I have to connect with the hustle and bustle of our vehiclar roadway system. This allows me to be more productive at work and be healthier as well. also I'm able to maintain a baseline of fitness that I can joy with my kids when I travel to our park systems that allow cycling. Thank you for keeping mountain biking on the forefront of your planning.

P630-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12370

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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h3rC p ed1frp #^h3rC p ed1frp #

Sent: P rggd|/Qryhp eh#59/#5345#p-59#P #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 19:26

Submitted by anonymous user: [99.27.203.62]

Submitted values are:

```

--Contact 1--
First Name: jim
Last Name: thomas
Street Address:
Street Address Line 2:
City: aptos
Postal Code: 95003
State/Province: CA
Phone Number:
Email:

```

Comments: yes! We need more mountain biking trails. Who wouldn't benefit from riding their bike more?

P631-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12720>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ri#Ddurq#ddurqw54C jp dldfrp #

Sent: Z hqghvgd|/Qryhp eh#; #5345#: -48#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 08:15

Submitted by anonymous user: [98.234.254.118]

Submitted values are:

--Contact 1--
First Name: Aaron
Last Name: Thompson
Street Address: 2817 Topaz Dr
Street Address Line 2:
City: Novato
Postal Code: 94945
State/Province: CA
Phone Number: 4083688912
Email: aaront921@gmail.com

Comments:

I am very happy to see the process for opening more state park trails to mountain bikes being streamlined! My wife and I are both avid trail riders, and our primary purpose for visiting the great outdoors is to enjoy some pedal-powered fun.

P632-1

Thank you, and keep up the good work!
-at

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13008>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#mrkq#trkqukrp svrqC fr{lqhw#

Sent: Tuqj|#Qryhp eh#9/#5345#5-63#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:30

Submitted by anonymous user: [72.220.44.104]

Submitted values are:

--Contact 1--
First Name: John
Last Name: Thompson
Street Address: P.O. Box 232073
Street Address Line 2:
City: Encinitas
Postal Code: 92024
State/Province: CA
Phone Number:
Email: johnrthompson@cox.net

Comments: Thanks to CSP for considering/allowing bikes on more trails. This provides more access to the parks which will increase use and appreciation. I feel that all humans benefit from being in nature.

P633-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12284>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P634

Statewide Trails

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#ri# lkdh#p hhC dxexuqelnhz runv1frp `#

Sent: P rggd|/6hfrp eh#6/6345#=-76#DP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 10:43

Submitted by anonymous user: [99.55.120.46]

Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Thompson
Street Address: 30 Grass valley Hwy
Street Address Line 2:
City: Auburn
Postal Code: 95603
State/Province: CA
Phone Number: 530-885-3861
Email: mike@auburnbikeworks.com

Comments: This is an awesome report and I thank California State Parks for taking the time and energy to produce it. I personally live in an area that has multiple trails leading to multiple towns and it is illegal for cyclist to travel to these areas by way of the trail system. It would be a monumental step forward if we where allowed access on these trails, the increase in commerce alone would be incredible as well as the increased area for cycling recreation. Again thank you for the oppportunity to comment.

P634-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13257>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P635

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Dqkrq|#wch|338C jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#3-59#5P #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 23:26

Submitted by anonymous user: [76.105.55.55]

Submitted values are:

--Contact 1--
First Name: Anthony
Last Name: Tilley
Street Address: 9861 Oakplace E
Street Address Line 2:
City: Folsom
Postal Code: 95630
State/Province: CA
Phone Number: 916-705-7825
Email: tilley005@gmail.com

Comments: We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. Thank CSP for the opportunity to make comments

P635-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12988>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P636

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Qrup dq#Qrurqmc |dkrrlfrp `#

Sent: Wkxugd|AQryhp eh#5<#5345#: -69#DP #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 08:36

Submitted by anonymous user: [50.126.143.192]

Submitted values are:

--Contact 1--
First Name: Norman
Last Name: Tinio
Street Address: 9862 dirusso circle
Street Address Line 2:
City: Elk Grove
Postal Code: 95757
State/Province: CA
Phone Number: 828-2795227
Email: Norjonjt@yahoo.com

Comments: Browns ravine is the only trail that's not too far from our place that resembles the typical technical trail,that is found in auburn. It is very much a well loved trail of us and our fellow mtb enthusiast. Horse and bike trails have co-exist very well in granite bay trail. And it is also possible too in browns ravine. I hope that one of these days, this trail will be opened again to our biking community. Thank you

P636-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13108>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P637

Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: P rggd|/Qryhp eh.#59/#5345#p-5<#P #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 19:29

Submitted by anonymous user: [99.27.203.62]

Submitted values are:

--Contact 1--
First Name: matt
Last Name: todd
Street Address:
Street Address Line 2:
City: aptos
Postal Code: 95003
State/Province: CA
Phone Number:
Email:

Comments: We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P637-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12722>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

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Statewide Trails

lqrc lpedlfrp #lqrc lpedlfrp #rq#ehkdc#i#trk#^rp qlvfhqwhfrugvC jp dl6frp `#

Sent: Vdwxgd|/Qryhp eh#: #5345#-57#DP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 10:24

Submitted by anonymous user: [108.222.68.20]

Submitted values are:

--Contact 1--
First Name: Josh
Last Name: Tonnissen
Street Address: 6421 Herzog St
Street Address Line 2:
City: Oakland
Postal Code: 94608
State/Province: CA
Phone Number: 8312397811
Email: omniscientrecords@gmail.com

Comments:

Thank you for giving us the opportunity to make comments regarding the use of the CSP system. I am writing as I am concerned about the inclusion of Mountain bikes for use and multi-use in the park system. It has been proven time and time again that off road bicycles are no more harm to the trail system and its users as any of the other user groups are. The main reason for trail deterioration in the park system is the building of unsustainable trails, not the groups who are currently using them. With proper trail construction all users can enjoy the parks in a more intimate fashion. If mountain bikes are added to the list of multi-use trail users, you can guarantee that you will get a large increase in visitation, you will be offer more volunteers for trail work, and all of the local businesses will prosper based on attendance. Please review the support that Annadel state park has receive from the mountain bike community, and ask the local businesses owners what they think would happen if bikes lost access to that park. Thanks for your time and I hope that you consider these comments and will hopefully include mountain bikes into the CSP trail use language.

P638-1

Cheers,

Josh Tonnissen

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12423

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp %rq#hkdd#i#Z d|qh#z wxwjhvc jp dldfrp %

Sent: Tu3d|/Qrytp eh#9/#5345#4=7;#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 00:48
Submitted by anonymous user: [99.60.73.178]
Submitted values are:

--Contact 1--
First Name: Wayne
Last Name: Toutges
Street Address: 105 Stanton Ct
Street Address Line 2:
City: Folsom
Postal Code: CA
State/Province: CA
Phone Number: 916-709-1052
Email: wtoutges@gmail.com

Comments:
Dear CSP

Thank you for the opportunity to make comments about the trail use at our beautiful state parks. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. Respectfully, it is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12411>

P639-1
P639-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P640

California State Parks Road and Trail Change-in-Use Evaluation Process

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California State Parks Road and Trail Change-in-Use Evaluation Process

urewhvxqC drdfrrp #urewhvxqC drdfrrp \#

Sent: Z hqghvgd|/Qryhp ehuf; #5345#4-59#DP #

To: FHTD#QVF#

*Environmental Coordinator
 California Department of Parks & Recreation
 Northern Service Center
 One Capitol Mall - Suite 410
 Sacramento, CA 95814*

Dear Sir/Ms,

In regards to the Change-In-Use Evaluation for the riding/hiking trails in Griffith Park I would like to give some input:

Mountain bikes on trails with hikers/horses can be inherently dangerous. A big public safety issue that can very easily cause big head aches for the city itself in many instances. Mountain bikers enjoy their sport, understandably. They have no desire to go down the hill like grandma & grandpa out for an afternoon ride. They want to feel the wind in their faces, also understandably. The biggest problem with them surprising hikers is that they, the hiker, won't be quick enough to get out of the way & both parties could easily be injured or killed. The problem with them being on equestrian trails is also the surprise factor. The horses hearing is more acute than a persons but they can still be easily surprised. Unlike a person, the horse can easily get out of the way in time to save the cyclist from injury but very possibly not the horse backer. The surprise of a cyclist coming down around a corner, fast or not, especially from behind, could get someone other than the cyclist hurt very easily. Since most of the mountain trails in Griffith Park are very steep/curvy, & the cyclist will probably be going at a good clip, then if the horse backer is coming off, they are very liable to hit the ground after the cyclist is long gone. So even if the cyclist were so inclined to give assistance to the injured party, they would probably never know that the accident



P640-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

happened. In other words, if someone is going to be sued, since the horse backer more than likely will have no idea who the cyclist was & could very easily be hurt extensively, then whose in line for the lawsuit from the horse backer or their insurance company? The city of Los Angeles of course.

There could very easily be other city expenses in those types of situations but I think the most important one would be the multiple lawsuits which the city will incur if this is allowed to happen. Please use common sense, & take all ramifications into consideration, before you make your decision.

Most Sincerely

*Rob Tresun
164 N. Highland Ave.
Los Angeles, CA. 90036
(818) 792-0469 Cell*

P640-1
cont'd

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P641

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#rhc#Mhc lwl(hgqrz lfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#15-75#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 01:42

Submitted by anonymous user: [72.14.90.134]

Submitted values are:

--Contact 1--
First Name: Joel
Last Name: Trice
Street Address: 7441 Matterhorn Place
Street Address Line 2:
City: Prunedale
Postal Code: 93907
State/Province: CA
Phone Number: 831-663-4773
Email: Joel@itsfixednow.com

Comments:

•I would like to thank California State Parks for the opportunity to make comments on the Draft Program Environmental Impact Report, Road and Trail Change-in-Use Evaluation Process (PEIR).

I currently spend many hours enjoying multi-use trails on National Monument lands, sharing the trails with hikers, bikers, equestrians and many other users. State parks could also benefit from trail useage like this, an I encourage CSP to include biking on trails in state parks.

- We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
•We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
•We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
•The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
•The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P641-1
P641-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

Statewide Trails

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Thanks again,
Joel Trice

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12997>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P642

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Statewide Trails

lirC p edlfrp #lirC p edlfrp #rq#hkdc#ci#Wrg#Wrg1wuh|C jp dlfpr #

Sent: Vdwxgd|/Qryhp eh#: #5345#3-8:#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 11:57

Submitted by anonymous user: [76.173.10.157]

Submitted values are:

--Contact 1--
First Name: Tod
Last Name: Turley
Street Address: 6144 3/4 Chesebro Road
Street Address Line 2:
City: Agoura Hills
Postal Code: 91301
State/Province: CA
Phone Number: 8055066545
Email: Tod.turley@gmail.com

Comments:

Thank you for the opportunity to make comments. i appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. i am glad that there is an acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P642-1

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P642-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12431

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P643

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#dq#p wehhugdqc yhu}rq}qhw#

Sent: Vdwxgd|/Qryhp eh#: /#5345#5=46#P#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 13:13

Submitted by anonymous user: [173.55.235.148]

Submitted values are:

--Contact 1--
First Name: Dan
Last Name: Turner
Street Address: 1554 Uppingham Drive
Street Address Line 2:
City: Thousand Oaks
Postal Code: 91360
State/Province: CA
Phone Number: 805-427-4514
Email: mtbikerdan@verizon.net

Comments: Thank you CSP for the opportunity to make a comment. I appreciate the steps that CSP has taken to promote multi-user trails. I will do my part to promote responsible trail use.

P643-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12437>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P644

Statewide Trails

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Statewide Trails

P h#Kgnrz #p h#xgnrz C j# d#f#p #

Sent: P rggd|/Qryhp eh#</#345#6=7;#SP #

To: FHTD#QVF#

Dear Sirs,

Thank you for the opportunity to comment on our CSP trails.

I am a 66yo mountain biker, biking 1-2 times a week for enjoyment and exercise.

However, I have been disappointed with the trails CSP provides for mountain biking.

I support the major steps that CSP has taken to promote multi use trails and urge CSP to use the PEIR to provide increasing trail opportunities for cyclists.

Thank you.

Yours Truly,

Mike Udkow

P644-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P645

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hq#nhq1xhnhwC fr{lqhw#

Sent: Tuqj|/Qryhp eh#9/#5345#5-84#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:51

Submitted by anonymous user: [38.96.15.68]

Submitted values are:

--Contact 1--
First Name: Ken
Last Name: Uekert
Street Address: 16711 Georgios Way
Street Address Line 2:
City: Ramona
Postal Code: 92065
State/Province: CA
Phone Number: 760-788-9910
Email: ken.uekert@cox.net

Comments: Thank you for taking input on trail use in State Park. My kids and I frequent the local parks and trails on foot and via mountain bike. It is good to see the biking aspect is getting more consideration for future use. We have encountered many different types of users over the years running, walking, biking and on horseback. No matter what mode of travel, bad encounters are few and far between, in almost all cases respect is shown and all parties are just happy to be enjoying the outdoors. I think it is important to keep a large quantity of singletrack open to all users and not over-engineer a trail until it becomes a road through the park. Even with multiple user types the trails seem quite sustainable to the horse, bike and human traffic. By allowing access to more trails traffic becomes lower for any particular trail thus improving the maintainability even more. In short, thanks for the opportunity to comment and by all means let's allow bike access to more trails, especially of the single-track variety!

P645-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12292

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P646

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lqrc lpedlfrp #lqrc lpedlfrp #rq#hkdc#ci#P hh#p xcdwC vefjredcqh#w#

Sent: Tuqj|/Qryhp eh#9/#5345#5-53#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:20

Submitted by anonymous user: [173.11.116.241]

Submitted values are:

--Contact 1--
First Name: Mike
Last Name: Ulyatt
Street Address: 1746 Silverado Circle
Street Address Line 2:
City: Petaluma
Postal Code: 9
State/Province: CA
Phone Number: 7077650244
Email: mulyatt@sbcglobal.net

Comments:

Thanks to CSP for the opportunity to make comments. I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P646-1

P646-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12281

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P647

Statewide Trails

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hjrC p edlfrp #^hjrC p edlfrp #

Sent: Vxqgd|/Qryhp eh#; #5345#4-84#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 12:51

Submitted by anonymous user: [76.91.107.179]

Submitted values are:

```

--Contact 1--
First Name: Doug
Last Name: Urbach
Street Address: 5827 Cardoza dr
Street Address Line 2:
City: Westlake Vlg
Postal Code: 91362
State/Province: CA
Phone Number:
Email:

```

Comments: I'd like to see more trails open for multi use

I P647-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12496>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ddurq#^ddwhfkqfEdqC jp dlfprp #

Sent: Tuqj|#Qryhp eh#9/#5345#6-87#6P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 16:54

Submitted by anonymous user: [67.164.50.115]

Submitted values are:

--Contact 1--
First Name: Aaron
Last Name: Valdez
Street Address: 255 Rio Verde Drive
Street Address Line 2:
City: Salinas
Postal Code: 93901
State/Province: CA
Phone Number: 8317948324
Email: aatechnician@gmail.com

Comments:
Please allow bike use on park trails.

Thank you

P648-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12362>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#frw#yddqwhvfrwC krwp dlfrp #

Sent: Z hqhvgd|/Qryhp eh#; #5345#13-87#EP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 23:54

Submitted by anonymous user: [96.38.185.101]

Submitted values are:

--Contact 1--
First Name: Scott
Last Name: Valentine
Street Address: 2314 Utah Ave
Street Address Line 2:
City: South Lake Tahoe
Postal Code: 96150
State/Province: CA
Phone Number: 530-544-7718
Email: valentinescott@hotmail.com

Comments: I purchase a state parks pass every year and I am excited that state parks is making an effort to positively effect mountain bike access on existing trails in state park units. I support expanding bike use in our state park system where appropriate. Thank you.

P649-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13101>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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lirC p edlfrp #^lirC p edlfrp #rq#hkdc#i#dfre#nyddq}4<;3C jp dlfrp #

Sent: Prqgd|/Qryhp eh.#</#5345#8-88#DP#

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 06:55

Submitted by anonymous user: [76.114.58.117]

Submitted values are:

--Contact 1--
First Name: jacob
Last Name: valenzuela
Street Address: 515 Meister Way
Street Address Line 2:
City: SACRAMENTO
Postal Code: 95819
State/Province: CA
Phone Number: 9162336604
Email: jvalenz1980@gmail.com

Comments:

Dear State Parks,
Thank you for the opportunity to make comments on this is important topic. I appreciate the major steps that CSP has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

P650-1

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. I come to parks to enjoy the trails.

P650-2

Thank you.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12541

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P651

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dfre#tyddq}4<;3C jp ddfrrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-66#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:33

Submitted by anonymous user: [76.114.58.117]

Submitted values are:

--Contact 1--
First Name: jacob
Last Name: valenzuela
Street Address: 515 Meister Way
Street Address Line 2:
City: SACRAMENTO
Postal Code: 95819
State/Province: CA
Phone Number: 9163667772
Email: jvalenz1980@gmail.com

Comments: I think the the access for mountain bikers in State Parks and on trails would be great. It will allow many people to enjoy parks and contribute to them as well. Mountain bikers have a huge respect for nature and want to preserve it. Allowing bike specific trails will not only add to the income of state parks but will also add associations such as IMBA to maintain and teach other to respect the land.

P651-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12905>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dvrc#dvrc ehup w|dlfrp #

Sent: P rggd|/Qryhp eh#59/#345#4-55#DP #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 12:22

Submitted by anonymous user: [50.0.193.8]

Submitted values are:

--Contact 1--
First Name: Jason
Last Name: Van Horn
Street Address: 187 Montecito Ave #303
Street Address Line 2:
City: Oakland
Postal Code: 94610
State/Province: CA
Phone Number: 4153105880
Email: jason@bermstyle.com

Comments: Thank CSP for the opportunity to make comments as well as the steps that CSP has taken to promote multi-use trails. Trail opportunities for the growing sport of cycling are long overdue. Hopefully this is the first start to peaceful sharing of the trails.

P652-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12710>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

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Statewide Trails

Mike Vandeman [mjvande@pacbell.net]

Sent: Monday, October 15, 2012 10:03 PM

To: CEQA NSC

Please share with all appropriate and interested parties.

This is a "stealth" measure to sneak more bikes onto trails, without mentioning them by name. There is no conceivable valid justification for allowing bikes on any unpaved trail (and there is no justification for paving trails).

P653-1

Bicycles should not be allowed in any natural area. They are inanimate objects and have no rights. There is also no right to mountain bike. That was settled in federal court in 1994: <http://mjvande.nfshost.com/mtb10.htm> . It's dishonest of mountain bikers to say that they don't have access to trails closed to bikes. They have EXACTLY the same access as everyone else -- ON FOOT! Why isn't that good enough for mountain bikers? They are all capable of walking....

P653-2

A favorite myth of mountain bikers is that mountain biking is no more harmful to wildlife, people, and the environment than hiking, and that science supports that view. Of course, it's not true. To settle the matter once and for all, I read all of the research they cited, and wrote a review of the research on mountain biking impacts (see <http://mjvande.nfshost.com/scb7.htm>). I found that of the seven studies they cited, (1) all were written by mountain bikers, and (2) in every case, the authors misinterpreted their own data, in order to come to the conclusion that they favored. They also studiously avoided mentioning another scientific study (Wisdom et al) which did not favor mountain biking, and came to the opposite conclusions.

Those were all experimental studies. Two other studies (by White et al and by Jeff Marion) used a survey design, which is inherently incapable of answering that question (comparing hiking with mountain biking). I only mention them because mountain bikers often cite them, but scientifically, they are worthless.

P653-3

Mountain biking accelerates erosion, creates V-shaped ruts, kills small animals and plants on and next to the trail, drives wildlife and other trail users out of the area, and, worst of all, teaches kids that the rough treatment of nature is okay (it's NOT!). What's good about THAT?

To see exactly what harm mountain biking does to the land, watch this 5-minute video: <http://vimeo.com/48784297>.

For more information: <http://mjvande.nfshost.com/mtbfaq.htm> .

--

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

Please don't put a cell phone next to any part of your body that you are fond of!

<http://mjvande.nfshost.com>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 10/24/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Uddn#yheoqC due1fd1jry#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#13-39#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 11:06

Submitted by anonymous user: [165.235.22.130]

Submitted values are:

--Contact 1--
First Name: Raak
Last Name: Veblen
Street Address: 11575 Edgewood Road
Street Address Line 2:
City: Auburn
Postal Code: 95603
State/Province: CA
Phone Number: 530-888-1503
Email: rveblen@arb.ca.gov

Comments: I think it is very appropriate and fair that the State Park trail system will be evaluated on a case by case basis to open up trails to mountain bikes. Multiple use on other trails has proven to be very workable and can expand recreational opportunities on land that should be open to the public for all compatible uses.

P654-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13044>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#ehkdc#ci#ludqn#Yhqwr iC jp dldfrp `#

Sent: Z hqghvgd|/Qryhp eh#5; #5345#13=36#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 11:03

Submitted by anonymous user: [67.174.210.232]

Submitted values are:

--Contact 1--
First Name: Frank
Last Name: Vento
Street Address: 606 golden eagle pl.
Street Address Line 2:
City: Clayton
Postal Code: 94517
State/Province: CA
Phone Number: 9256930224
Email: Ventofr@gmail.com

Comments:

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. I am also a member of California state parks foundation and IMBA.
Thanks you

P655-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13043>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#durv#vradfbyhugxjrc |dkrrlfrp #

Sent: Tuqj|#Qryhp eh#63/#5345#4-6:#DP#

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 12:37

Submitted by anonymous user: [64.183.39.82]

Submitted values are:

--Contact 1--
First Name: carlos
Last Name: verdugo
Street Address: 6507 Newlin ave
Street Address Line 2: 6507 Newlin ave
City: Whittier
Postal Code: 90601
State/Province: CA
Phone Number: 5626935649
Email: solrac_verdugo@yahoo.com

Comments: Im a 32 year old father of 3 and I enjoy biking on trails for fitness and the enjoyment of being in the outdoors.

P656-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13147>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

Qrh#hugrq#qgyhugrqC hdukdqnlqhw#

Sent: P rggd|/Q rylp eh.#</#345#8; #DP #

To: FHTD#QVF#

CC: P xvlmp l/#hwhyh#

Dear California State Parks Northern Service Center staff -- Here are some comments on the Draft PEIR for California State Parks Road and Trail Change-in-Use Evaluation. My area of expertise is Cultural Landscape Preservation (CLP), and my core comment is seen in bullet 5 of the Glendale meeting notes:

- There are cultural landscape issues here. Trails themselves are part of that landscape. When looking at how trails are used by whom, cultural landscapes are not [ADD: adequately] addressed. Need to be able to relate these trails to historical fabric that may not be identified.

P657-1

A corollary, as I see it, is that there seems to be an overemphasis in the PEIR on "below ground" (archaeological) preservation and too little emphasis on the "ground" (the landscape) itself.

Where above-ground historic fabric is mentioned, the text generally relates to buildings. Historic trails in themselves are cultural resources and merit equal treatment with buildings and archaeology. Thus identifying, documenting and evaluating these historic California State Parks trails -- and creating preservation planning and management plans for them -- deserves additional coverage (and emphasis?) in this draft PEIR.

Here are additional notes/suggestions I made on the PEIR:

- General comment: The word "restoration" seems to be used as a synonym for 'ecological restoration' (or the return to "natural" conditions); this term also denotes a Historic Preservation treatment that would restore a property to its historically significant "cultural" conditions: this could confuse many historic preservation staff and consultants. To resolve this, one might use the term 'preservation' (rather than 'restoration') to connote ALL preservation treatments, and 'ecological restoration' (or a similar clarification) if the project were native species revegetation of a deaccessioned trail area. For an example of the problem, read the Executive Summary, section 2.5, the final sentence of the 3rd paragraph through a preservationist's eyes -- which type of restoration is implied here?
- Also in the Executive Summary, Table 2-1, section 4.2-1 and 4.2-2 -- neither of these address the preservation of the visual character (and thus of the fabric) of the roads and paths themselves -- if it is determined that a trail is historically significant and that it retains adequate historic integrity, trail realignment and widening may be inappropriate. Instead, it makes sense to document and evaluate potentially historic trails -- and to recognize the elements that make up their cultural landscape character (the grading, alignment, edges, materials and trail width, as well as the vegetation, views and vistas) -- before implementing modifications.
- Executive Summary, Table 2-1-4.6, "Summary of Impacts and Mitigation Measures: Cultural and Paleontological Resources:", item 4.6.1: "Some individual road or trail facilities [CHANGE TO: or roads, trails and related facilities] are known to be significant historical resources. However, because change-in-use projects that qualify under the Process would comply with [the Standards] . . . there would be no material impairment [ADD: to the integrity of the resource] or substantial adverse change in the significance . . ."
- 2.8: Areas of controversy to be resolved: add the bullet point "Impact on historic fabric and

P657-2

P657-3

P657-4

P657-5

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

cultural landscape resources"?

3.8.6 Historian's Standard Requirements (Cul-8), first statement -- to balance out the emphasis on archeology and buildings you might

Add that *The Secretary of the Interior's Standards for the Treatment of Historic Properties* apply to all types of properties, including landscapes. The Standards identify and explain four treatments: preservation, rehabilitation, restoration, and reconstruction. *The Guidelines for the Treatment of Cultural Landscapes* illustrate how to apply these four treatments to cultural landscapes in a way that meets the Standards." (www.nps.gov/tps/how-to-preserve/cultural-landscapes.htm, 11/14/2012).

Also please include (www.nps.gov/tps/standards.htm) as the on-line source of the Secretary of the Interior's Standards for the Treatment of Historic Properties. As of now, the only NPS bibliographic reference I see is the 1983 "historic core" document for Archeology and Historic Preservation.

Note that, in addition to the the HABS and HAER programs, there is a Historic American Landscapes Survey (<http://www.nps.gov/history/hdp/>).

P657-5
cont'd

P657-6

P657-7

P657-8

Yes, CEQA applies to cultural landscape resources, too. It might be good if this message were highlighted/reinforced in the PEIR, as the language could be of assistance in identifying, documenting, evaluating, preserving and managing/maintaining California State Parks' historic trails.

P657-9

Many thanks for providing me the opportunity to make these comments. California is fortunate to have so many people concerned for its landscape resources!

All the best,
Noel Vernon

Noel Vernon
385 North Baldwin Av.
Sierra Madre, CA 91024

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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NATIONAL PARK SERVICE
US Department of the Interior

INTRODUCTION PRESERVING REHABILITATING RESTORING RECONSTRUCTING

The Secretary of the Interior's Standards for the Treatment of Historic Properties + Guidelines for the Treatment of Cultural Landscapes



Overview
Preservation Planning
Factors to Consider
Special Requirements
Using the Standards + Guidelines
Organization of the Guidelines
Terminology
Bibliography
Acknowledgments

The Secretary of the Interior's Standards for the Treatment of Historic Properties and the Guidelines for the Treatment of Cultural Landscapes provide guidance to cultural landscape owners, stewards and managers, landscape architects, preservation planners, architects, contractors, and project reviewers prior to and during the planning and implementation of project work.

Aerial view over taro fields at Ke'anae, Maui, Hawaii. (Elizabeth Anderson)

P658-1

The Secretary of the Interior is responsible for establishing professional standards and providing advice on the preservation of cultural resources listed in or eligible for listing in the National Register of Historic Places. In partial fulfillment of this responsibility, the Secretary of the Interior's Standards for Historic Preservation Projects were developed in 1976. They consisted of seven sets of standards for the acquisition, protection, stabilization, preservation, rehabilitation, restoration, and reconstruction of historic buildings.

Since their publication in 1976, the Secretary's Standards have been used by State Historic Preservation Officers and the National Park Service to ensure that projects receiving federal money or tax benefits were reviewed in a consistent manner nationwide. The principles embodied in the Standards have also been adopted by hundreds of preservation commissions across the country in local design guidelines.

In 1992, the Standards were revised so that they could be applied to all historic resource types included in the National Register of Historic Places—buildings, structures, sites, objects, districts, and landscapes. The revised Standards were reduced to four sets by incorporating protection and stabilization into preservation, and by eliminating acquisition, which is no longer considered a treatment. Re-titled *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, this new, modified version addresses four treatments: preservation, rehabilitation, restoration, and reconstruction. The *Guidelines for the Treatment of Cultural Landscapes* illustrate how to apply these four treatments to cultural landscapes in a way that meets the Standards.

Of the four, *Preservation* standards require retention of the greatest amount of historic fabric, including the landscape's historic form, features, and details as they have evolved over time. *Rehabilitation* standards acknowledge the need to alter or add to a cultural landscape to meet continuing or new uses while retaining the landscape's historic character. *Restoration* standards allow for the depiction of a landscape at a particular time in its history by preserving materials from the period of significance and removing materials from other periods. *Reconstruction* standards establish a framework for re-creating a vanished or non-surviving landscape with new materials, primarily for interpretive purposes.

The Secretary of the Interior's Standards for the Treatment of Historic Properties, revised in 1992, were codified as 36 CFR Part 68 in the 12 July 1995 Federal Register (Vol. 60, No. 133) with an "effective" date of 11 August 1995. The revision replaces the 1976 and 1983 versions of 36 CFR 68 entitled *The Secretary of the Interior's Standards for Historic Preservation Projects*.

COMMITTEE FROM
NOEL VEINARD
CAL POLY POMONA
UPDATE REFERENCE
STANDARDS.

INTRODUCTION PRESERVING REHABILITATING RESTORING RECONSTRUCTING



The Secretary of the Interior's Standards for the Treatment of Historic Properties + Guidelines for the Treatment of Cultural Landscapes



Overview

Preservation Planning

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Aerial view over taro fields at Ke'anae, Maui, Hawaii. (Elizabeth Anderson)

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cont'd

INTRODUCTION PRESERVING REHABILITATING RESTORING RECONSTRUCTING



Guidelines for the Treatment of Cultural Landscapes

Using the Standards + Guidelines



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Acknowledgments

The Secretary of the Interior's Standards for the Treatment of Historic Properties are designed to be applied to all historic resource types included in the National Register of Historic Places—buildings, sites, structures, landscapes, districts, and objects. **The Guidelines for the Treatment of Cultural Landscapes** apply to a specific resource type: landscapes.

The *Guidelines* have been prepared to assist in applying the Standards to all project work involving the treatment of cultural landscapes; consequently, they are not meant to give case-specific advice or address exceptions or rare instances. Therefore, it is recommended that the advice of qualified cultural landscape preservation professionals be obtained early in the planning stage of the project. Such professionals may have expertise in landscape architecture, landscape history, landscape archeology (ex. pollen analysis), forestry, horticulture (ex. pomology, natural resources, archeology, architecture, engineering (e.g. civil, structural, mechanical, traffic), cultural geography, wildlife, ecology, ethnography, interpretation, material and object conservation, landscape maintenance and management or other related fields. Historians are generally part of the specialized team, and bring expertise in the history of landscape architecture, architecture, art, industry, agriculture, society, etc. Project teams are often directed by a landscape architect with specific expertise in landscape preservation. This is not to say that all cultural landscape projects require a team representing all of these disciplines. It is recommended that professionals in disciplines relevant to the landscapes' inherent features be represented.

The *Guidelines* apply to cultural landscapes of all types, sizes, and materials. The *Guidelines* begin with an overview and description of the larger organizational elements of the landscape (spatial organization and land patterns), followed by those individual features (topography, vegetation, circulation, water features, structures, buildings, furnishings, and objects) that may contribute to the landscape's historic character. A [graphic symbol](#) has been assigned to each of these organizational elements and character-defining features to allow the user to readily locate a feature at a glance.

Each of the four sections of this publication is devoted to one of the four treatments: preservation, rehabilitation, restoration, and reconstruction. Each section contains one set of standards and accompanying guidelines that can be used throughout the course of a project. The four sections begin with a definition of the treatment, followed by the treatment standards, and a brief explanation of the philosophical framework from which to make educated treatment decisions. The distinct goals that comprise each treatment standard, (for example, "Identify, Retain and Preserve Historic Materials,") are first discussed in narrative form, and are then amplified in parallel "Recommended" and "Not Recommended" examples that follow. The sections are illustrated by case-study examples of project work, which include before and after photographs, historic documentation, plans, sections, perspectives and other illustrative materials.

The actions and techniques that are consistent with the Secretary of the Interior's "Standards for the Treatment of Historic Properties" are listed in the "Recommended" column on the left; those which are inconsistent with the Standards are listed in the "Not Recommended" column on the right. These examples serve to illustrate a variety of applications to project work; not every possible alternative can be included. Therefore, the Standards and Guidelines narrative introducing each section should be used as a **model process** to follow when considering and evaluating a particular cultural landscape and its potential compatibility with a particular treatment.

Finally, the publication concludes with two appendices. The first contains an annotated bibliography of selected readings in the areas of preservation planning and treatment. The second provides a directory of national organizations that can assist in the protection of cultural landscapes.

The core of this Anasazi complex at Chaco Culture National Historical Park, Bloomfield, New Mexico, [opposite page bottom] has been preserved and protected since it was designated a National Monument in 1907. (NPS)

P658-1
cont'd

NATIONAL PARK SERVICE
US Department of the Interior

INTRODUCTION PRESERVING REHABILITATING RESTORING RECONSTRUCTING

? Guidelines for Preserving Cultural Landscapes
The Approach



The Approach

- Spatial Organization + Land Patterns
- Topography
- Vegetation
- Circulation
- Water Features
- Structures, Furnishings, + Objects
- Special Considerations

STANDARDS FOR PRESERVATION >

Introduction

In **Preservation**, the options for replacement are limited. The expressed goal of the **Standards for Preservation and Guidelines for Preserving Cultural Landscapes** is retention of the landscape's existing form, features and materials, provided that such actions will not result in a degraded landscape condition or threaten historic resources. Preservation treatments may be as simple as basic maintenance of existing materials and features, such as the upkeep of a pedestrian path with a topcoat of crushed shells, or may be more involved; for example, preparing a cultural landscape report, undertaking laboratory testing (e.g. pollen analysis to identify past uses of the property or hiring conservators to perform sensitive work (e.g. repainting a serpentine garden wall). In all cases, protection, maintenance, and repair are emphasized, while replacement is minimized.

Identify, Retain, and Preserve Historic Materials and Features

The guidance for the treatment **Preservation** begins with recommendations to identify the form and detailing of those features and materials that are important to the landscape's historic character and which must be retained in order to preserve that character. Therefore, guidance on **identifying, retaining, and preserving** character-defining features is always given first. The character of a cultural landscape is defined by its spatial organization and land patterns; features such as topography, vegetation, and circulation; and materials, such as an embedded aggregate pavement.

Historic road details were inventoried and documented along the George Washington Memorial Parkway where two light standards were used: an ornate metal post for more formally landscaped areas between Washington D.C. and Alexandria, Virginia, while a rustic cedar pole was employed from Alexandria to Mount Vernon to harmonize with its setting. (HABS, 1994)



Stabilize and Protect Deteriorated Historic Features and Materials as a Preliminary Measure

Features within a cultural landscape may need to be stabilized or protected through preliminary measures until additional work can be undertaken. **Stabilization** may include structural reinforcement of a rustic pergola, cabling of a tree, weatherization of a wooden garden bench, or correcting unsafe conditions. This work should always be carried out in such a manner that it detracts as little as possible from the cultural landscape's appearance. Although it may not be necessary in every preservation project, stabilization is nonetheless an integral part of the treatment **Preservation**; it is equally applicable, if circumstances warrant, for the other treatments. **Protection** generally involves the least degree of intervention and is preparatory to other work. Such actions would include the installation of temporary fencing around significant plant materials or the electrical grounding of a tree.

To maximize a cultural landscape's stabilization and protection, a stabilization net (see left circle of sketch) was applied in a limb that overhanged a

P658-1
cont'd

Energy Efficiency)

These sections of the *Preservation* guidance address work done to meet accessibility requirements; health and safety code; environmental requirements; or limited retrofitting measures to improve energy efficiency. Although this work is quite often an important aspect of preservation projects, it is usually not part of the overall process of protecting, stabilizing, conserving, or repairing character-defining features; rather, such work is assessed for its potential negative impact on the landscape's character. For this reason, particular care must be taken not to obscure, damage, or destroy character-defining materials or features in the process of undertaking work to meet code and energy requirements.


This easily-reversible accessibility solution has been installed at Mission San Jose, San Antonio, Texas. (author, 1994)




[Landscape Guidelines Home](#)


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cont'd

INTRODUCTION PRESERVING REHABILITATING RESTORING RECONSTRUCTING





Guidelines for Preserving Cultural Landscapes Circulation



The Approach

- Spatial Organization + Land Patterns
- Topography
- Vegetation
- Circulation
- Water Features
- Structures, Furnishings, + Objects
- Special Considerations

STANDARDS FOR PRESERVATION ▶

Identify, Retain, and Preserve Historic Features and Materials

RECOMMENDED

Identifying, retaining, and preserving the existing circulation systems prior to project work. All circulation features should be documented, from small paths and walks to larger transportation corridors such as parkways, highways, railroads and canals, as well as alignment, surface and edge treatment, width, grade, materials and infrastructure.

Evaluating the existing condition and determining the age of circulation systems. For example, utilizing aerial photographs and historic maps to date the introduction of carriage roads in an expanding rural cemetery.

NOT RECOMMENDED

Executing project work that impacts circulation systems without undertaking an "existing conditions" survey.

Undertaking work without understanding the importance of circulation systems. For example, closing off historic roads and removing others, thus altering the historic circulation patterns in a fishing village.

Maintain Historic Features and Materials

RECOMMENDED

Maintaining circulation systems through non-destructive methods in daily, seasonal and cyclical tasks. This may include hand raking, top dressing, or rolling surface materials.

Utilizing maintenance practices that respect infrastructure. For example, cleaning out debris from drainage systems.

NOT RECOMMENDED

Failing to undertake preventive maintenance of circulation features and materials. For example, using a snow plow across a coarse textured pavement.

Using materials such as salts and chemicals that can hasten the deterioration of surface treatments.

Allowing infrastructure to become dysfunctional. For example, permitting a failed drainage system to contribute to the degradation and loss of associated road surfaces.

Repair Historic Materials and Features

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<p>RECOMMENDED</p> <p>Repairing surface treatment, materials and edges. For example, by applying a traditional material to a stabilized subsurface base or patching a railroad corridor retaining wall.</p>	<p>NOT RECOMMENDED</p> <p>Replacing or destroying circulation features and materials when repair is possible. For example, removing damaged curbing that could be repaired during a road repaving project.</p>
<p>Limited Replacement In Kind of Extensively Deteriorated Portions of Historic Features</p>	
<p>RECOMMENDED</p> <p>Replacing in-kind circulation features or materials when they are too deteriorated or damaged to be repaired. For example, replacing a worn cinder path with a new material that matches the old in composition, design, color and texture.</p>	<p>NOT RECOMMENDED</p> <p>Removing circulation features that are beyond repair when the historic feature or material is available. For example, installing new drainage inlets when the historic prototype survives.</p>
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INTRODUCTION PRESERVING REHABILITATING RESTORING RECONSTRUCTING



Guidelines for Restoring Cultural Landscapes Standards for Restoration



- The Approach
- Spatial Organization + Land Patterns
- Topography
- Vegetation
- Circulation
- Water Features
- Structures, Furnishings, + Objects
- Special Considerations
- STANDARDS FOR RESTORATION ▶**

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

When the property's design, architectural, or historical significance during a particular period of time outweighs the potential loss of extant materials, features, spaces, and finishes that characterize other historical periods; when there is substantial physical and documentary evidence for the work; and when contemporary alterations and additions are not planned, Restoration may be considered as a treatment. Prior to undertaking work, a particular period of time, i.e., the restoration period, should be selected and justified, and a documentation plan for Restoration developed.

1. A property will be used as it was historically or be given a new use which reflects the property's restoration period.

2. Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces, and spatial relationships that characterize the period will not be undertaken.

3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

4. Materials, features, spaces, and finishes that characterize other historical periods will be documented prior to their alteration or removal.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.

6. Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials.

7. Replacement of missing features from the restoration period will be substantiated by

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documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.

8. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

9. Archeological resources affected by a project will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

10. Designs that were never executed historically will not be constructed.

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NATIONAL PARK SERVICE
US Department of the Interior

INTRODUCTION **PRESERVING** REHABILITATING RESTORING RECONSTRUCTING

Guidelines for the Treatment of Cultural Landscapes

Defining Landscape Terminology



Overview
Preservation Planning
Factors to Consider
Special Requirements
Using the Standards + Guidelines
Organization of the Guidelines
Terminology

Character-defining feature - a prominent or distinctive aspect, quality, or characteristic of a cultural landscape that contributes significantly to its physical character. Land use patterns, vegetation, furnishings, decorative details and materials may be such features.

Component landscape - A discrete portion of the landscape which can be further subdivided into individual features. The landscape unit may contribute to the significance of a National Register property, such as a farmstead in a rural historic district. In some cases, the landscape unit may be individually eligible for the National Register of Historic Places, such as a rose garden in a large urban park.

Cultural landscape - a geographic area (including both cultural and natural resources and the wildlife or domestic animals therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. There are four general types of cultural landscapes, not mutually exclusive: historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes.

Ethnographic landscape - a landscape containing a variety of natural and cultural resources that associated people define as heritage resources. Examples are contemporary settlements, sacred religious sites, and massive geological structures. Small plant communities, animals, subsistence and ceremonial grounds are often components.

Feature - The smallest element(s) of a landscape that contributes to the significance and that can be the subject of a treatment intervention. Examples include a woodlot, hedge, lawn, specimen plant, alley, house, meadow or open field, fence, wall, earthwork, pond or pool, bollard, orchard, or agricultural terrace.

Historic character - the sum of all visual aspects, features, materials, and spaces associated with a cultural landscape's history, i.e. the original configuration together with losses and later changes. These qualities are often referred to as character-defining.

Historic designed landscape - a landscape that was consciously designed or laid out by a landscape architect, master gardener, architect, engineer, or horticulturist according to design principles, or an amateur gardener working in a recognized style or tradition. The landscape may be associated with a significant person, trend, or event in landscape architecture; or illustrate an important development in the theory and practice of landscape architecture. Aesthetic values play a significant role in designed landscapes. Examples include parks, campuses, and estates.

"Fairsted," in Brookline, Massachusetts, was the home and office of Frederick Law Olmsted, Sr., his sons, and his successors from 1883-1979. Olmsted is widely recognized as the founder of the profession of landscape architecture in the United States. As a historic property, Olmsted's home and office, is associated with the firm's work, but it is also significant for its landscape which illustrates Olmsted's suburban design principles. The property was designated a National Historic Landmark on May 23, 1963. (NPS)

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Historic vernacular landscape - a landscape that evolved through use by the people whose activities or occupancy shaped it. Through social or cultural attitudes of an individual, a family, or a community, the landscape reflects the physical, biological, and cultural character of everyday lives. Function plays a significant role in vernacular landscapes. This can be a farm complex or a district of historic farmsteads along a river valley. Examples include rural historic districts and agricultural landscapes.

Historic site - a landscape significant for its association with a historic event, activity or person. Examples include battlefields and presidential homes and properties.

Integrity - the authenticity of a property's historic identity, evinced by the survival of physical characteristics that existed during the property's historic or prehistoric period. The seven qualities of integrity as defined by the National Register Program are location, setting, feeling, association, design, workmanship, and materials.

Significance - the meaning or value ascribed to a cultural landscape based on the National Register criteria for evaluation. It normally stems from a combination of association and integrity.

Treatment - work carried out to achieve a particular historic preservation goal.

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Restoring: Circulation/ Cultural Landscape Guidelines

NATIONAL PARK SERVICE
US Department of the Interior

INTRODUCTION PRESERVING REHABILITATING RESTORING RECONSTRUCTING

Guidelines for Restoring Cultural Landscapes
Circulation



The Approach

- Spatial Organization + Land Patterns
- Topography
- Vegetation
- Circulation
- Water Features
- Structures, Furnishings, + Objects
- Special Considerations

STANDARDS FOR RESTORATION >

Identify, Retain, and Preserve Historic Features and Materials from the Restoration Period

RECOMMENDED

Identifying, retaining and preserving the existing circulation features from the restoration period prior to beginning project work. All circulation features should be documented, from small paths and walks to larger transportation corridors such as parkways, highways, railroads and canals. Documenting alignment, surface and edge treatment, width, grade, materials and infrastructure.

Evaluating and understanding the cultural landscape's circulation from the restoration period. Using archival resources such as plans and aerial photographs, or, in their absence, archeological analysis techniques to understand the circulation from the restoration period.

NOT RECOMMENDED

Executing project work that impacts circulation from the restoration period. For example, altering the route and configuration of a historic bride path without identifying its historic alignment.

Executing project work without understanding its impact on circulation features from the restoration period. For example, changing road widths without a thorough evaluation of the historic road.

The Garrison Concourse is one of the historically significant circulation features to be preserved and protected as part of the Minnesota Department of Transportation's Roadside program (MNDOT)

Protect and Maintain Features and Materials from the Restoration Period

RECOMMENDED

Protecting and maintaining circulation features from the restoration period by use of non-destructive methods and daily, seasonal and cyclical tasks. For example, this may include hand-raking, top-dressing, or rolling surface materials.

NOT RECOMMENDED

Failing to undertake preventive maintenance for circulation features from the restoration period. For example, permitting a failed drainage system to contribute to the degradation and loss of associated curbs or erosion of shoulders.

Utilizing maintenance methods which destroy or degrade circulation features from the restoration period. For example, using a snow plow over a cobblestoned pavement.



The layout of the circulation system is the centerpiece of Mount Auburn's landscape design, and the least changed aspect of it. Today there are about 70 miles of paths and 12 miles of roads. The chronological development of the cemetery's access, circulation and parking has resulted in the proposal for protecting and retaining, and in places, restoring the historic circulation design. (The Halvorson Company)

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Restoring: Circulation/ Cultural Landscape Guidelines

Repair Features and Materials from the Restoration Period

RECOMMENDED

Repair declining circulation features from the restoration period by reinforcing the materials that comprise these features. Repairs will also generally include the limited replacement in-kind or, with compatible substitute material, of those extensively deteriorated or missing parts of features when there are surviving prototypes. For example, replacing in-kind limited sections of capstone along a historic parapet. The new work should be unobtrusively dated to guide future research and treatment.

NOT RECOMMENDED

Replacing or destroying circulation features from the restoration period when repair of materials and limited replacement of deteriorated or missing components are appropriate. Failing to revise existing surface or edge materials from the restoration period when only the substrate requires repair. Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the circulation feature from the restoration period, or that is physically or environmentally incompatible.

Replace Extensively Deteriorated Features from the Restoration Period

RECOMMENDED

Using physical evidence of form, detailing and alignment to reproduce an entire circulation feature from the restoration period. If using the same kind of material is not technically, economically, or environmentally feasible, then a compatible substitute material may be considered. The new work should be unobtrusively dated to guide future research and treatment. For example, replacing a bulkhead's timber coping along an entire waterfront esplanade.

NOT RECOMMENDED

Removing a circulation feature from the restoration period that is unreparable and not replacing it, replacing it with a new feature that does not convey the same visual appearance, or failing to document the new work. For example, removing a crushed stone carriage road and replacing it with a wider asphalt road.

Remove Existing Features from Other Historic Periods

RECOMMENDED

Removing or altering circulation features from other historic periods. For example, removing a later parking lot. Documenting circulation features from other historic periods prior to their alteration or removal. For example, recording cross sections of road and retaining wall construction. If possible, representative features should be stored for future research.

NOT RECOMMENDED

Failing to remove circulation features from another period that confuse the depiction of the landscape during the restoration period. For example, maintaining a modern asphalt path through a historic meadow. Failing to document circulation features from other historic periods that are removed or altered so that a valuable portion of the historic record is lost.

Re-Create Missing Features from the Restoration Period

RECOMMENDED

Recreating a missing circulation feature that existed during the restoration period based on historical, pictorial and physical documentation. For example, duplicating paving patterns based on surviving prototypes.

NOT RECOMMENDED

Constructing a circulation feature that was thought to have existed during the restoration period, but for which there is insufficient information, or constructing a circulation feature that was part of the original design but was never executed, thus creating a false historic appearance.

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Restoring: Circulation/ Cultural Landscape Guidelines

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Guidelines for the Treatment of Cultural Landscapes

Acknowledgments



Overview

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- Special Requirements
- Using the Standards + Guidelines
- Organization of the Guidelines
- Terminology
- Bibliography
- Acknowledgments

The Standards for the Treatment of Historic Properties, published in 1992, were reviewed by a broad cross-section of government entities and private sector organizations. The Guidelines for the Treatment of Cultural Landscapes were developed in cooperation with the Alliance for Historic Landscape Preservation and were also reviewed by individual State Historic Preservation Offices nationwide.

The Lord and Burnham greenhouse at Lyndhurst in Tarrytown, New York, now stabilized and protected is interpreted as a ruin. The 1881-structure contributes to the landscape's significance and its future treatment and management are an integral part of a current Historic Landscape Report. (Lyndhurst archives and author, 1990)

Several individuals have made significant contributions to the *Guidelines*. First, Kay D. Weeks, was instrumental in insuring consistency with the Standards, providing an indepth review for the entire document.

Lauren Meier who orchestrated the first draft of this document (1989-1992) established a project framework, an interested constituency (bringing in the Alliance and other groups) and project momentum. Christine Capella Peters of the New York State Office of Parks, Recreation and Historic Preservation not only participated in the Alliance working group, but dedicated two, one-week long intensive work sessions where a majority of the Guidelines were developed.

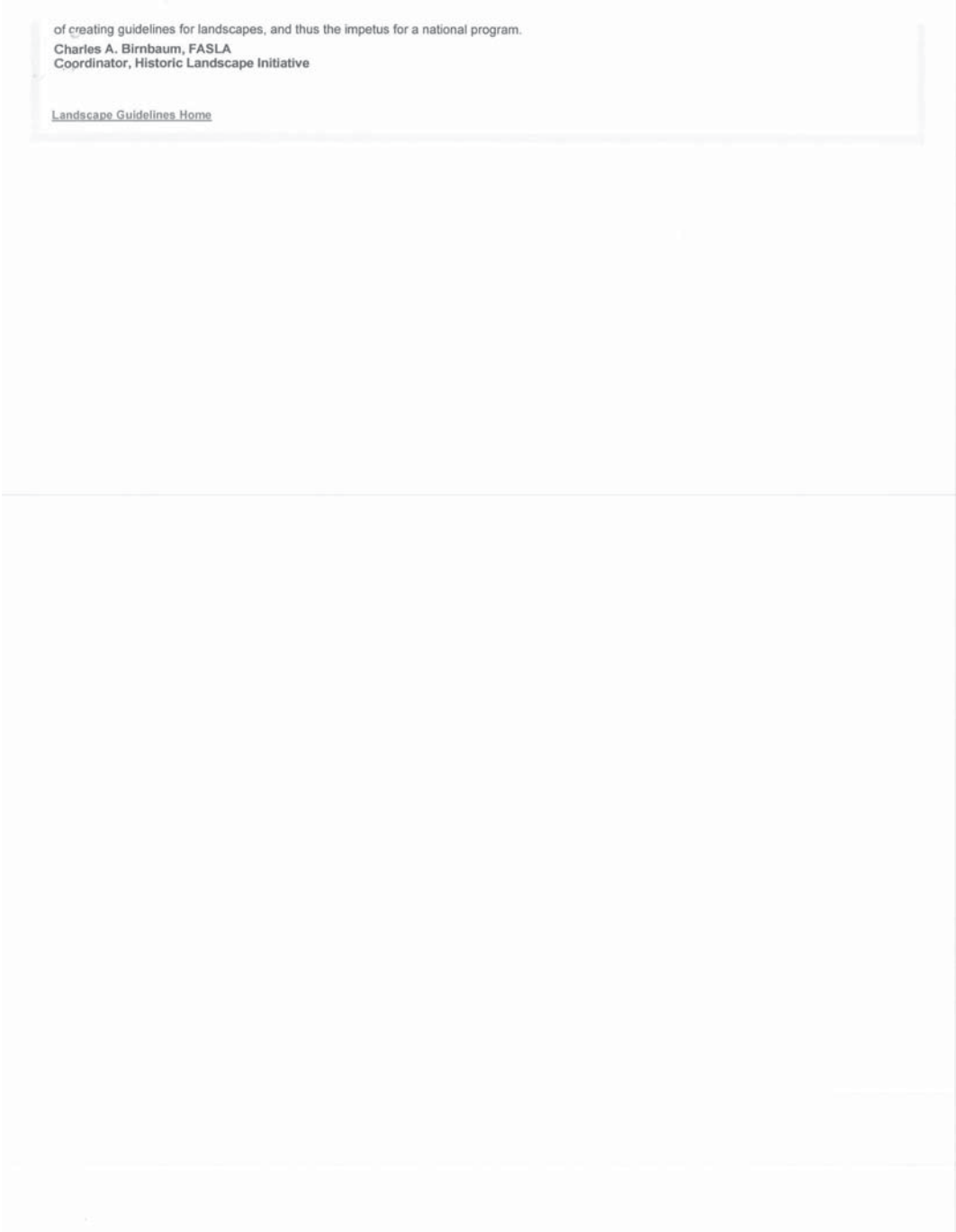
A number of Alliance members also made contributions over the past few years through their participation in the projects working group or in writing. Significant support was offered from Noel D. Vernon, Patricia M. O'Donnell, Ian J. W. Firth, George W. Curry, and Shary Page Berg. Additionally, Mary V. Hughes, Barbara Wyatt, Ellen Lipsey, Susan Turner, Julia Sniderman, Kathleen Maloney, Catherine Howett, Genevieve Keller, David Jacques, and Lynette Strangstad also provided assistance.

National Park Service (NPS) colleagues also reviewed a number of drafts. This group includes Ed Bearss, Randall Biallas, Blaine Cliver, Edward Drotos, Shaun Eyring, Anne Grimmer, Alan Hutchings, Lucy Lawliss, David Look, Linda McClelland, Darwina Neal, Robert R. Page, Susan Spain, Pat Tiller, Jan Townsend, and Sherda Williams. NPS colleagues also assisted with illustrating the document. Here contributions were made by Sherda Williams, Great Plains System Support Office; Marla McEnaney, Great Lakes System Support Office; Elliot Foulds, Lauren Meir and Nora Mitchell at the Olmsted Center for Landscape Preservation, Lucy Lawliss, Gulf Coast System Support Office; Cathy Gilbert, Columbia Cascade Cluster; Robert R. Page, Park Historic Structures and Cultural Landscapes; and, Paul Dolinsky, Robert Azola and Judy Collins of the Historic American Buildings Survey (HABS).

Outside of the NPS, several organizations and individuals have assisted with illustrating the document. This includes Pam Seager, Rancho Los Alamitos; Nancy LaCola, Downing Park Planning Committee; Fran Beatty, Boston Parks & Recreation; Joe DiMatteo, Prospect Park Alliance; Mary Hughes, University of Virginia; John Karel, Tower Grove Park; Sara Miller, Central Park Conservancy; Julia Sniderman, Chicago Park District; Elizabeth Anderson, County of Maui Planning Department; Dan Mariott, National Trust for Historic Preservation; Shereen Minvielle, Shadows-on-the-Teche; Don and Carolyn Etter; Marion Pressley, Pressley Associates; Dale Jaeger, The Jaeger Group; Peggy Nelson, Landscape Systems; Liz Viza, The Halvorson Company; George Atta, Group 70; Douglas Reed Landscape Architecture; and Patricia O'Donnell, Landscapes. The photographer Carol Betsch also provided several photos.

Finally, this document is dedicated to Kay Weeks and H. Ward Jandl, who recognized the importance

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of creating guidelines for landscapes, and thus the impetus for a national program.
Charles A. Birnbaum, FASLA
Coordinator, Historic Landscape Initiative

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Secretary's Standards--Historic Preservation Projects

NPS

A Cultural Resource Subject

ARCHEOLOGY AND HISTORIC PRESERVATION: *Secretary of the Interior's Standards and Guidelines [As Amended and Annotated]*

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***[This document has been replaced by [The Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995](#)]**

General Standards for Historic Preservation Projects

The following general standards apply to all treatments undertaken on historic properties listed in the National Register.

1. Every reasonable effort shall be made to provide a compatible use for a property that requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.
2. The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
3. All buildings, structures, and sites shall be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier appearance shall be discouraged.
4. Changes which have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
5. Distinctive architectural features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.
6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

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Secretary's Standards--Historic Preservation Projects

7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

8. Every reasonable effort shall be made to protect and preserve archeological resources affected by, or adjacent to, any acquisition, stabilization, preservation, rehabilitation, restoration, or reconstruction project.

Specific Standards for Historic Preservation Projects

The following specific standards for each treatment are to be used in conjunction with the eight general standards and, in each case, begin with number 9. For example, in evaluating acquisition projects, include the eight general standards plus the four specific standards listed under Standards for Acquisition. The specific standards differ from those published for use in Historic Preservation Fund grant-in-aid projects (36 CFR Part 68) in that they discuss more fully the treatment of archeological properties.

Standards for Acquisition

9. Careful consideration shall be given to the type and extent of property rights which are required to assure the preservation of the historic resource. The preservation objectives shall determine the exact property rights to be acquired.

10. Properties shall be acquired in fee simple when absolute ownership is required to insure their preservation.

11. The purchase of less than fee simple interests, such as open space or facade easements, shall be undertaken when a limited interest achieves the preservation objective.

12. Every reasonable effort shall be made to acquire sufficient property with the historic resource to protect its historical, archeological, architectural or cultural significance.

Standards for Protection

9. Before applying protective measures which are generally of a temporary nature and imply future historic preservation work, an analysis of the actual or anticipated threats to the property shall be made.

10. Protection shall safeguard the physical condition or environment of a property or archeological site from further deterioration or damage caused by weather or other natural, animal or human intrusions.

11. If any historic material or architectural features are removed, they shall be properly recorded and, if possible, stored for future study or reuse.

Standards for Stabilization

9. Stabilization shall reestablish the structural stability of a property through the reinforcement of loadbearing members or by arresting deterioration leading to structural failure. Stabilization shall also reestablish weather-resistant conditions for a property.

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10. Stabilization shall be accomplished in such a manner that it detracts as little as possible from the property's appearance and significance. When reinforcement is required to reestablish structural stability, such work shall be concealed wherever possible so as not to intrude upon or detract from the aesthetic and historical or archaeological quality of the property, except where concealment would result in the alteration or destruction of historically or archaeologically significant material or spaces. Accurate documentation of stabilization procedures shall be kept and made available for future needs.

11. Stabilization work that will result in ground disturbance shall be preceded by sufficient archaeological investigation to determine whether significant subsurface features or artifacts will be affected. Recovery, curation and documentation of archaeological features and specimens shall be undertaken in accordance with appropriate professional methods and techniques.

Standards for Preservation

9. Preservation shall maintain the existing form, integrity, and materials of a building, structure, or site. Archaeological sites shall be preserved undisturbed whenever feasible and practical. Substantial reconstruction or restoration of lost features generally are not included in a preservation undertaking.

10. Preservation shall include techniques of arresting or retarding the deterioration of a property through a program of ongoing maintenance.

11. Use of destructive techniques, such as archaeological excavation, shall be limited to providing sufficient information for research, interpretation and management needs.

Standards for Rehabilitation

9. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historic, architectural or cultural material and such design is compatible with the size, scale, color, material and character of the property, neighborhood, or environment.

10. Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

Standards for Restoration

9. Every reasonable effort shall be made to use a property for its originally intended purpose or to provide a compatible use that will require minimum alteration to the property and its environment.

10. Reinforcement required for structural stability or the installation of protective or code required mechanical systems shall be concealed wherever possible so as not to intrude or detract from the property's aesthetic and historical qualities, except where concealment would result in the alteration or destruction of historically significant materials or spaces.

11. Restoration work such as the demolition of non-contributing additions that will result in ground or structural disturbance shall be

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~~preceded by sufficient archeological investigation to determine whether significant subsurface or structural features or artifacts will be affected. Recovery, curation and documentation of archeological features and specimens shall be undertaken in accordance with appropriate professional methods and techniques.~~

Standards for Reconstruction

~~9. Reconstruction of a part or all of a property shall be undertaken only when such work is essential to reproduce a significant missing feature in a historic district or scene, and when a contemporary design solution is not acceptable. Reconstruction of archeological sites generally is not appropriate.~~

~~10. Reconstruction of all or a part of a historic property shall be appropriate when the reconstruction is essential for understanding and interpreting the value of a historic district, or when no other building, structure, object, or landscape feature with the same associative value has survived and sufficient historical or archeological documentation exists to insure an accurate reproduction of the original.~~

~~11. The reproduction of missing elements accomplished with new materials shall duplicate the composition, design, color, texture, and other visual qualities of the missing element. Reconstruction of missing architectural or archeological features shall be based upon accurate duplication of original features substantiated by physical or documentary evidence rather than upon conjectural designs or the availability of different architectural features from other buildings.~~

~~12. Reconstruction of a building or structure on an original site shall be preceded by a thorough archeological investigation to locate and identify all subsurface features and artifacts. Recovery, curation and documentation of archeological features and specimens shall be undertaken in accordance with professional methods and techniques.~~

~~13. Reconstruction shall include measures to preserve any remaining original fabric, including foundations, subsurface, and ancillary elements. The reconstruction of missing elements and features shall be done in such a manner that the essential form and integrity of the original surviving features are unimpaired.~~

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Secretary of the Interior Guidelines for Historic Preservation Projects

The guidelines for the Secretary of the Interior's Standards for Historic Preservation Projects, not included here because of their length, may be obtained separately from the National Park Service.

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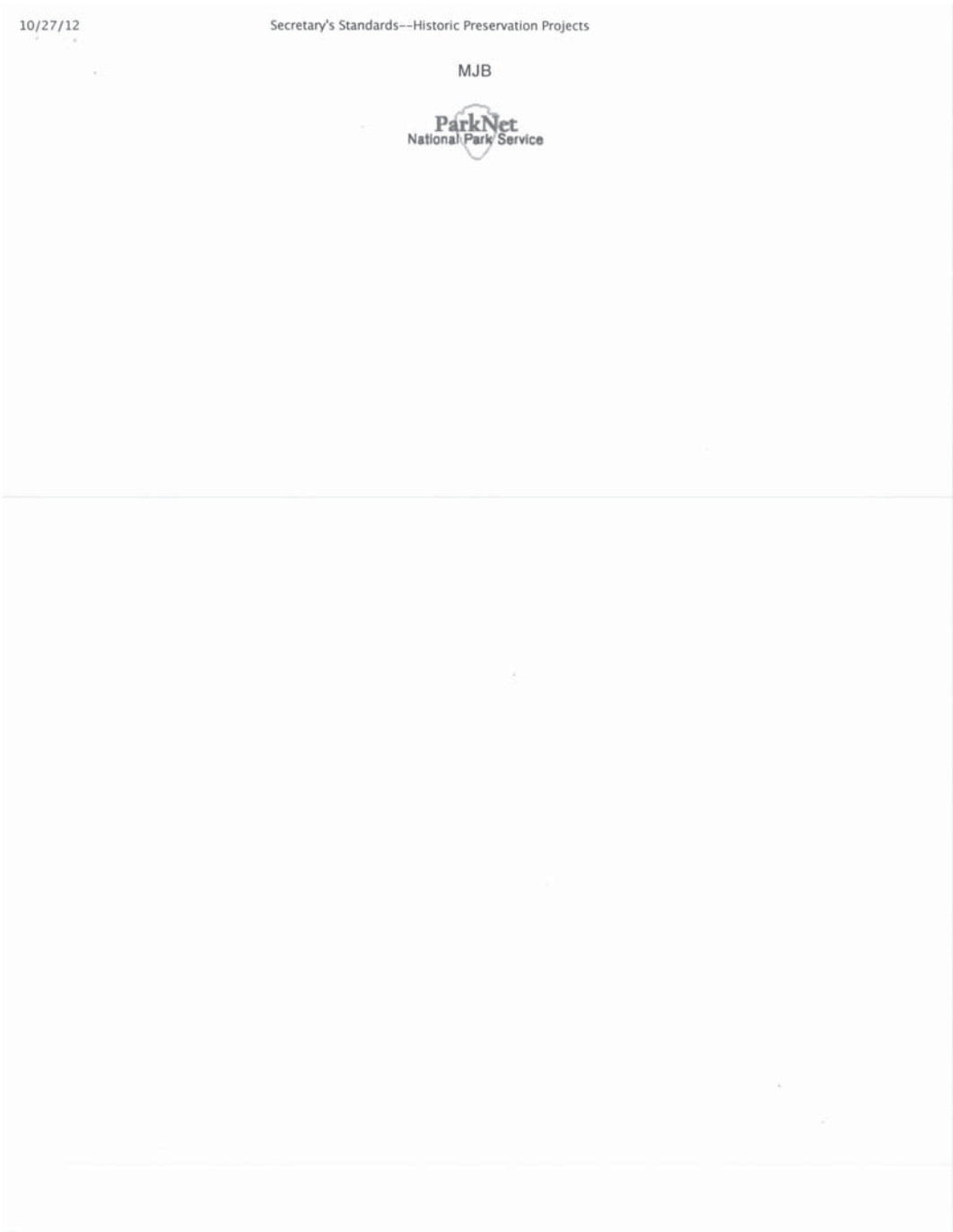
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10/27/12 Four Approaches to the Treatment of Historic Properties—Technical Preservation Services, National ...

Technical Preservation Services



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Four Approaches to the Treatment of Historic Properties

There are Standards for four distinct, but interrelated, approaches to the treatment of historic properties—**preservation**, **rehabilitation**, **restoration**, and **reconstruction**.



Choosing an appropriate treatment for a historic building or landscape is critical.

Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.

Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.

Restoration depicts a property at a particular period of time in its history, while removing evidence of other periods.

Reconstruction re-creates vanished or non-surviving portions of a property for interpretive purposes.

The choice of treatment depends on a variety of factors, including the property's **historical significance**, **physical condition**, **proposed use**, and **intended interpretation**. Historic buildings are used as an example below. The decisionmaking process would be similar for other property types.

Relative importance in history. Is the building nationally significant? Is it a rare survivor or the work of a master architect or craftsman? Did an important event take place in it? National Historic Landmarks, designated for their "exceptional significance in American history," or many buildings individually listed in the National Register often warrant Preservation or Restoration. Buildings that contribute to the significance of a historic district but are not individually listed in the National Register more frequently undergo Rehabilitation for a compatible new use.

Physical condition. What is the existing condition, or degree of material integrity, of the building prior to work? Has the original form survived largely intact or has it been altered over time? Are the alterations an important part of the building's history? Preservation may be appropriate if distinctive materials, features, and spaces are essentially intact and convey the building's historical significance. If the building requires more extensive repair and replacement, or if alterations or additions are necessary for a new use, then Rehabilitation is probably the most appropriate treatment.

Proposed use. An essential, practical question to ask is: Will the building be used as it was historically or will it be given a new use?

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Secretary's Standards--Archeology and Historic Preservation

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A Cultural Resource Subject  

ARCHEOLOGY AND HISTORIC PRESERVATION: *Secretary of the Interior's Standards and Guidelines* *[As Amended and Annotated]*

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Agency: [National Park Service](#), Department of the Interior. Action: Notice.

Summary: This notice sets forth the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. These standards and guidelines are not regulatory and do not set or interpret agency policy. They are intended to provide technical advice about archeological and historic preservation activities and methods.

Dates: These Standards and Guidelines are effective on September 29, 1983.*

*[The National Park Service has not republished "The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation" since 1983 (48 FR 44716). NPS has updated portions of the Standards and Guidelines. Where NPS has officially revised portions and published the revisions in the Federal Register, such as the Historic Preservation Project standards and the treatment definitions, we strike through the 1983 language and provide a link to the new material. Where the 1983 language is not current but NPS has not officially replaced it, such as the technical information, we strike through the out-of-date materials. We then provide current technical information and links to NPS and partner websites where this information is available.]

Language within brackets has *not* been published for effect in the Federal Register as a part of the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.]

For Further Information Contact: Lawrence E. Aten, Chief, Interagency Resources Division, National Park Service, United States Department of the Interior, Washington, DC 20240 (202-343-9500). A Directory of Technical Information listing other sources of supporting information is available from the National Park Service.
[NPS Cultural Resources Email Contacts](#)

Supplementary Information: The Standards and Guidelines are prepared under the authority of sections 101(f) (g), and (h), and section 110 of the National Historic Preservation Act of 1966, as amended. State Historic Preservation Officers: Federal Preservation Officers including those of the Department of Agriculture, Department of Defense, Smithsonian Institution and General Services

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Secretary's Standards--Archeology and Historic Preservation

Administration; the Advisory Council on Historic Preservation; the National Trust for Historic Preservation; and other interested parties were consulted during the development of the Standards and Guidelines; additional consultation with these agencies will occur as the Standards and Guidelines are tested during their first year of use.

Purpose

The proposed Standards and the philosophy on which they are based result from nearly twenty years of intensive preservation activities at the Federal, State, and local levels.

The purposes of the Standards are:

- To organize the information gathered about preservation activities.
- To describe results to be achieved by Federal agencies, States, and others when planning for the identification, evaluation, registration and treatment of historic properties.
- To integrate the diverse efforts of many entities performing historic preservation into a systematic effort to preserve our nation's culture heritage.

Uses of the Standards

The following groups or individuals are encouraged to use these Standards:

- Federal agency personnel responsible for cultural resource management pursuant to section 110 of the National Historic Preservation Act, as amended, in areas under Federal jurisdiction. A separate series of guidelines advising Federal agencies on their specific historic preservation activities under section 110 is in preparation.
- State Historic Preservation Offices responsible under the National Historic Preservation Act, as amended, by making decisions about the preservation of historic properties in their States in accordance with appropriate regulations and the Historic Preservation Fund Grants Management Manual. The State Historic Preservation Offices serve as the focal point for preservation planning and act as a central state-wide repository of collected information.
- Local governments wishing to establish a comprehensive approach to the identification, evaluation, registration and treatment of historic properties within their jurisdictions.
- Other individuals and organizations needing basic technical standards and guidelines for historic preservation activities.

Organization

This material is organized in three sections: Standards; Guidelines; and recommended technical sources, cited at the end of each set of guidelines. Users of this document are expected to consult the recommended technical sources to obtain guidance in specific cases.

P658-1
cont'd

10/27/12

Secretary's Standards--Archeology and Historic Preservation

Review of the Standards and Guidelines

The Secretary of the Interior's Standards for Rehabilitation have recently undergone extensive review and their guidelines made current after 5 years of field use. Users and other interested parties are encouraged to submit written comments on the utility of these Standards and Guidelines except for the Rehabilitation Standards mentioned above. This edition will be thoroughly reviewed by the National Park Service (including consultation with Federal and State agencies), after the end of its first full year of use and any necessary modifications will be made. Subsequent reviews are anticipated as needed. [Comments should be sent to Chief, Interagency Resources Division, National Park Service, United States Department of the Interior, Washington, DC 20240.]

[Planning >>](#)

NPS

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MJB



P658-1
cont'd

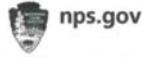
10/27/12 Four Approaches to the Treatment of Historic Properties—Technical Preservation Services, National ...

Many historic buildings can be adapted for new uses without seriously damaging their historic character. However, special-use properties such as grain silos, forts, ice houses, or windmills may be extremely difficult to adapt to new uses without major intervention and a resulting loss of historic character and even integrity.

Mandated code requirements. Regardless of the treatment, code requirements will need to be taken into consideration. But if hastily or poorly designed, code-required work may jeopardize a building's materials as well as its historic character. Thus, if a building needs to be seismically upgraded, modifications to the historic appearance should be minimal. Abatement of lead paint and asbestos within historic buildings requires particular care if important historic finishes are not to be adversely affected. Finally, alterations and new construction needed to meet accessibility requirements under the Americans with Disabilities Act of 1990 should be designed to minimize material loss and visual change to a historic building.

The [Guidelines for the Treatment of Historic Properties](#) illustrate the practical application of each treatment to historic properties. These Guidelines are also available in [PDF format](#) and are [sold in printed format](#).

The [Guidelines for the Treatment of Cultural Landscapes](#) apply the treatment standards to historic cultural landscapes.



EXPERIENCE YOUR AMERICA™

P658-1
cont'd

P659

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Dukxu#^dw|yh|qdc j p d bfrp #

Sent: Wxhvqd|#Qryhp eh#5:#5345#-6<#BP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:39

Submitted by anonymous user: [68.225.249.117]

Submitted values are:

--Contact 1--
First Name: Arthur
Last Name: Veyna
Street Address: 580 Brooks St.
Street Address Line 2:
City: Laguna Beach
Postal Code: 92651-2935
State/Province: CA
Phone Number: 949-212-5550
Email: art.veyna@gmail.com

Comments: The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P659-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12909

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#KOID#^#yldfkC yldfk1frp #

Sent: Vxqgd|/Qryhp eh#; #5345#: -55#P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 20:22

Submitted by anonymous user: [24.5.36.143]

Submitted values are:

--Contact 1--
First Name: JULIA
Last Name: VIOLICH
Street Address: 1 Freda Lane
Street Address Line 2:
City: San Anselmo
Postal Code: 94960
State/Province: CA
Phone Number: 4154542949
Email: jviolich@violich.com

Comments:

Thank you very much for the opportunity to comment on the PEIR for the California State Parks Program. Here in Marin County, we appreciate all the progress State Parks has made to promote multi-use trails. In the recent past, Diaz Ridge, Coast View have both been opened as multiuse and there have been little to no issues. Education is key and all users seem to be focused on that aspect of it.

P660-1

I realize that opening trails to multi-use may incur some costs, however, there are miles of trails that have never been specifically altered for multi-use, yet have functioned adequately for years. It is important that we prevent the over-engineering of trails to account for every potential user.

I believe that State Code (P.4.14-3) referenced in the analysis was intended to limit the construction of athletic field, restaurants, and parks. This code should not be applied to trails. Sustainable trails that blend into the natural park environment and are designed to showcase natural features of a park should be open to all.

P660-2

Thank you for your continued support of the PEIR process.
Julia

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12519

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Jhqr#\hhunK;huC kwrp dldfrp #

Sent: Prqgd|/Qryhp eh#59/#5345#-55#P #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 19:22

Submitted by anonymous user: [50.131.241.20]

Submitted values are:

--Contact 1--
First Name: Geno
Last Name: Viscuso
Street Address: 114 Blackburn St.
Street Address Line 2:
City: Santa Cruz
Postal Code: 95060
State/Province: CA
Phone Number:
Email: YeerkH8er@hotmail.com

Comments: I have ridden in the Santa Cruz area and aptos area in California for the past couple years and have only had fun, pleasant experiences. My only critique would be to make sure that signs are obvious, such as making sure they are clearly pointing to a specific path or that the path distance is labeled. Other than that I have always had a great time exploring local parks and hope to continue for years to come.

P661-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12719>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #rq#hkdc#ci#firw#
^yvrqhvfkhqC dgyhqwuhvfrvfrxqwl lfrp #

Sent: Z hgqhvgd|/A0ryhp eh#5; #5345#5=87#SP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 15:54
Submitted by anonymous user: [76.126.198.214]
Submitted values are:

--Contact 1--
First Name: Scott
Last Name: von Eschen
Street Address: 205 Beryl St.
Street Address Line 2:
City: Mill Valley
Postal Code: 94941
State/Province: CA
Phone Number: 4158470888
Email: svoneschen@adventurescrosscountry.com

Comments:

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, please understand that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

Thank you for allowing us to make these comments.

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13072>

P662-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#c#p #nyuhnhc jp dlfrp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#7=<#EP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:49

Submitted by anonymous user: [208.127.146.95]

Submitted values are:

--Contact 1--
First Name: jim
Last Name: vreeke
Street Address: 11991 challenger
Street Address Line 2:
City: moorpark
Postal Code: 93021
State/Province: CA
Phone Number:
Email: jvreeke@gmail.com

Comments: I fully support opening more trails in parks to mountain bikes and also the building of new trails.

P663-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12857>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Ulkdu#y|flrxvc jp dlfrp #

Sent: Wxhvgd|#hfrp eh#7/#5345#4-5<#DP #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 12:29

Submitted by anonymous user: [63.172.184.254]

Submitted values are:

--Contact 1--
First Name: Richard
Last Name: Vye
Street Address: 6273 Lillian Way
Street Address Line 2:
City: San Jose
Postal Code: 95120
State/Province: CA
Phone Number: 408 209 1375
Email: vycious@gmail.com

Comments: KEEP TRAILS OPEN AND SPEND MONEY TO DEVELOP MORE MULTI-USE TRAILS. MORE MONEY WAS SPENT ON OUTDOOR ACTIVITIES AND NEIGHBORING BUSINESSES (BIKE COMPANIES, RESTAURANTS, CLOTHING COMPANIES, KAYAK MAKERS ETC.) THAN ALL OF THE PHARMACEUTICALS INDUSTRY. THAT TELLS US WE DONT WANT OR NEED PILLS TO BE HAPPY, JUST GIVE US MORE SPACE TO ROAM.

P664-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13331>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

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lirC p edlfrp #lirC p edlfrp #rq#hkdc#i#Urehu#z djghu7448C vefjaredqhw#

Sent: Wkxwgd|Aqryhp eh#5<#5345#:#;#DP #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 08:58

Submitted by anonymous user: [76.212.144.109]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Wagner
Street Address: 925 Rosemary Ave
Street Address Line 2:
City: Carlsbad
Postal Code: 92011
State/Province: CA
Phone Number:
Email: wagner4115@sbcglobal.net

Comments:

I appreciate the time and effort California State Parks is directing towards "PEIR" to help assist in maintaining and developing mountain bike trails within Ca. State Parks. It is important to realize that there exists within the mountain bike community persons willing to help maintain and preserve existing trails and their natural environment surroundings. The natural beauty of our parks is the main reasons for their value and I would like to see this maintained by not over engineering existing, or new single track mountain bike trails. Its back country not urban, and minimal human impact on changing the natural terrain is of utmost importance. Once again I appreciate the time and focus California State Parks is dedicating to this effort.

P665-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13109>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#frw#vz dk@ vq1uifrp #

Sent: Vxqgd|/Qryhp eh#; #5345#4=7:#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 12:47

Submitted by anonymous user: [76.88.0.113]

Submitted values are:

--Contact 1--
First Name: Scott
Last Name: Wahl
Street Address: 6270 Caminito Del Oeste
Street Address Line 2:
City: San Diego
Postal Code: 92111
State/Province: CA
Phone Number: 858-279-7865
Email: swahl@san.rr.com

Comments:

Thanks for the opportunity to comment. As an avid mountainbiker (wife and kids as well) I hope provisons/changes will include/allow/consider mountain bikers.

P666-1

Thank you,
Scott Wahl

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12494>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#i#z lddp #z dgrrrfc jp dldfrp #

Sent: Vxqgd/Adryhp eh# ; #5345#3-38#DP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 11:05

Submitted by anonymous user: [68.5.172.149]

Submitted values are:

--Contact 1--
First Name: William
Last Name: Waldren
Street Address: 95 Anacapa Court
Street Address Line 2:
City: Foothill Ranch
Postal Code: 92610
State/Province: CA
Phone Number: 714-785-3104
Email: waldooc@gmail.com

Comments:

I am very glad to see the State Parks exploring greater access for the mountain biking community who utilize the parks. As a surfer for 30+ years, a mountain biker for 10+ years, and a hiker and nature lover all my life, I have had a variety of experiences in the parks, and I firmly believe there should be equal access for mountain biking on rails throughout the park system. Montana de Oro S.P. is a perfect example of how well this can work. At that park there is a well-organized, motivated and conscientious group of cyclists - the Central Coast Concerned Mountain Bikers - who have done outstanding trail maintenance. These trail users have also worked very well with the hiking and equestrian communities to ensure an excellent experience for everyone. It's also one of numerous parks I've seen where such cooperation leads to better protection of the natural environment as trails are built in a sustainable manner, and collaboratively-built high-quality multi-use trails keep all users from cutting their own trails. I wish you the best as you explore this topic further and look forward to a policy revision which meets the needs of all park users.

P667-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12487

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #rq#hkdc#ci#FkuW#fz dnhuC qrvdp dqifrp #

Sent: P rggd|/Qryhp eh.#</#345#=-49#DP#

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 10:16

Submitted by anonymous user: [209.90.65.3]

Submitted values are:

--Contact 1--
First Name: Chris
Last Name: Walker
Street Address: 2548 6th Avenue
Street Address Line 2:
City: Sacramento
Postal Code: 95818
State/Province: CA
Phone Number: (916) 442-8888
Email: cwalker@nossaman.com

Comments:
Dear Parks Director:

Thank you for providing me the opportunity to comment on the proposed regulations. As an outdoor enthusiast, I appreciate the steps that CA State Parks (CSP) has taken to promote multi-use trails and I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I welcome CSP's acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I also appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Keep up the good work in providing multi-use trails that will serve to increase public appreciation of the natural beauty of our state parks.

P668-1
P668-2

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Statewide Trails

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--Chris Walker

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12551>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Urehu#ferez dm5335C |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#77#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:44

Submitted by anonymous user: [68.99.185.246]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Walker
Street Address: 13606 Evergreen Way
Street Address Line 2:
City: Tustin
Postal Code: 92782
State/Province: CA
Phone Number: 714-267-7340
Email: bobwalk2002@yahoo.com

Comments:

I want to thank the CSP for allowing public comment on the issue of using PIER to determine future mountain bike access to state park trails. As shown by the study, covering more than 30 years of trail use, conflicts, complaints and accidents on existing multi-use trails are very rare. Mountain bikers in CA care greatly for our state parks and many of us volunteer on a regular basis for park cleanup, planting and trail maintenance. I would like to urge the CSP to adopt the PIER for future decisions on the opening of state park trails for multi-use puposes.

P669-1

Thank you,

Robert Walker

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12916>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#dql#dqlz dww wdujhwfrp `#

Sent: Z hqghvgd|/Qryhp eh#; #5345#;-5;#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:28

Submitted by anonymous user: [161.225.129.111]

Submitted values are:

--Contact 1--
First Name: Alan
Last Name: Walls
Street Address: 8020 Walerga Rd #1233
Street Address Line 2:
City: Antelope
Postal Code: 95843
State/Province: CA
Phone Number: 9167309843
Email: alan.walls@target.com

Comments:

Thank CA State Parks for the opportunity to make comments on this process. As a avid State Park User, I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thank you for your time.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13021

P670-1

P670-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Deguhz #^dgguhz C yldihvk1frp #

Sent: Tuqj|/Qryhp eh#9/#5345#5=36#P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:03

Submitted by anonymous user: [72.29.170.237]

Submitted values are:

--Contact 1--
First Name: Abdrew
Last Name: Walsh
Street Address: 350 Tulare Ave
Street Address Line 2:
City: Morro Bay
Postal Code: 93442
State/Province: CA
Phone Number: 805 772 7020
Email: andrew@vidafresh.com

Comments:

Good Afternoon,
I live in an area that supports mountain bike riding, I have seen a tremendous increase in trail usage over the last few years, but also the condition of the trails have never been better!!. In my area Mountain Bikers are doing the majority amount of Trail maintenance! Mountain Bike and Hiker, Equestrian interaction is very positive with some Equestrians fundraising events actually donating money to the Mountain Bike club to help with Maintenance work!

P671-1

Regards, Andrew Walsh

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12271>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Change of Use Evaluation regarding bikes on single track trails.

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Change of Use Evaluation regarding bikes on single track trails.

Jeri Walz [jeri@walzgroup.com]

Sent: Monday, December 03, 2012 3:28 PM

To: CEQA NSC

Environmental Coordinator, California Dept. of Parks and Recreation, regarding the Change-in-use Evaluation process that is now taking place.

My name is Jeri Walz. I am a resident of Southern CA. I hike and ride horses on the CA trails. Bikes and horses do not mix. Bikes should never be allowed on the same trails as the horses, unless in a controlled competitive event.

I have been run off the road by a biker , and it was a fire road. Allowing bikes on single track trails is a recipe for disaster.

I have had an experience where while riding my horse, my riding partner and I could hear people coming and we were able to move our horses off the trail. Moving a 1500 pound animal off the trail is not something that is done quickly. We were lucky that as they came around the corner, we were out of the way. If we had not been, it would have been a bloody mess. I have had other close calls as well and these are in areas where bikes are not even allowed. If bikers were allowed to share the trails with horses, they would take them over. There would be no safe place to ride horses in CA or to hike for that matter. Please consider our safety in this and our enjoyment of our beautiful parks and recreation areas. Thank you in advance for your consideration.

Jeri Walz
6959 Via Mariposa Norte
Bonsall, CA 92003

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<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 12/11/2012



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Statewide Trails

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Statewide Trails

shqharshlz dugC yhu}rq1qhw#shqharshlz dugC yhu}rq1qhw#

Sent: wxhvqdl/AGhfnp ehul#7/#5345#B-34#P #

To: FHTD#QVF#

Penelope Ward
1401 Bonnell Drive
Topanga, Ca. 90290

December 4, 2012

Environmental Coordinator
CA Dept. of Parks and Recreation

RE: Statewide Trails

As a longtime resident of Topanga Canyon and member of the Topanga Canyon Docents I hike the trails in Topanga State Park extensively. These trails are already heavily used by hikers. They are very narrow and often require wedging oneself off the side to let hikers coming in the opposite direction pass. Bikes are the equivalent of 2 to 3 walkers on a trail. Who is going to get off the trail the bike or the hikers?

Bikers have already taken over the fire roads in the parks. It is hard to relax and enjoy walking them for constant shouts of "coming through", the ringing of bells or just the swishing sound of a near miss as they fly past. And they do fly along, lots of them. If bikes are allowed on foot paths where do the hikers and walkers go?

Please do not open the hiking trails to bikes. We ask people to get out of their cars to enjoy their surroundings. The same should be said of bikers. Automobiles use the paved roads, mountain bikes use the fire roads, let walkers and hikers have the trails.

Topanga State Park hiking trails are narrow and often steep with drop offs. The Musch trail is a wonderful way to explore the different terrains and vegetation of the park and is extremely popular with walkers. To open it, and other trails to bikers would be to destroy the whole purpose of having hiking trails.

Again, please do not destroy this resource for the many who like to enjoy nature by opening them to bikes.

P673-1
P673-2

Penelope Ward

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

P674

statewide trails

Page 1 of 1

statewide trails

vāp rwk | z dūg34C frp fdwāghw#vāp rwk | z dūg34C frp fdwāghw#

Sent: 1:34pm /01/2012 To: #63/6345# #75IDP#

To: FHTDQVP#

Vickie Ward
Environmental
Coordinator
Pt. Ct.

2076 Bogus

California Department of Parks and
Recreation

Cool, CA 95614

Northern Service
Center

One Capitol Mall-Suite 410

Sacramento, CA 95814

Re: Statewide Trail PEIR

I am writing to you with my concerns about the safety and fairness of the current proposed PEIR. I am a mountain biker and I have two dogs that I take hiking with me on the trails in the surrounding areas of Cool, Pilot Hill, Auburn, Georgetown and Forresthill. I always seek out those trails designated as bike trails or multi-use trails for my biking and likewise seek out equestrian/hiking only trails for the dog walks. This is because of safety concerns for both me and my dogs. I have had a few dangerous encounters with bikers who have ignored the designated use signs and have come upon my dogs and I without warning and literally forced us off the trail and I have fallen trying to get out of their way. I am always very mindful whenever I encounter horses on multi-use trails due to the safety issue for the horses, riders and my own dogs. Living in Auburn Lake Trails and sharing trails with horseback riders is a safety concern and trail etiquette is a necessity, but one that works. Putting bikers into that mix will not work. For that you need wide open trails such as we have now, like Cronin Ranch and the Olmstead loop. As a biker I believe there are adequate trails that exist now for that sport, and the fairness and safety to equestrians and hikers far outweighs the need to expand bike riding opportunities to those trails now designated for horses and hikers only. Please reconsider the current proposed PEIR and let's keep every trail user safe.

P674-1

Thanks you,

Vickie Ward

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P675

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#;-5;#DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 08:28

Submitted by anonymous user: [173.8.151.25]

Submitted values are:

```

--Contact 1--
First Name: Mike
Last Name: Wardenburg
Street Address: 48 Cambridge Heights
Street Address Line 2:
City: Novato
Postal Code: 94947
State/Province: CA
Phone Number:
Email:

```

Comments: Open more trails to riding.

I P675-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13012>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P676

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Nhqghw#J#^nhq7furz C drdfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#-6: #EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 20:37

Submitted by user: Koolken

Submitted values are:

--Contact 1--
First Name: Kenneth R
Last Name: Warren
Street Address: 235 Santa Susana
Street Address Line 2:
City: San Leandro
Postal Code: 94579
State/Province: CA
Phone Number: 510-409-6207
Email: ken4crow@aol.com

Comments:

I would really appreciate and enjoy if we could ride our mountain bikes at Redwood Park in Oakland, CA. I am in a good group which takes care of the trails all over the east bay. (BTCEB) Bicycle Trails Council of the East Bay.

P676-1

Thanks,
Kenneth

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12397>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

hjrC p edlfrp #^hjrC p edlfrp #

Sent: Tugd|#Qryhp eh#9/#5345#5-8;#SP #

To: FHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:58

Submitted by anonymous user: [24.180.15.214]

Submitted values are:

--Contact 1--
First Name: Sean
Last Name: Warriner
Street Address: 629 Eman Ct
Street Address Line 2:
City: Arroyo Grande
Postal Code: 93420
State/Province: CA
Phone Number:
Email:

Comments:

Hello

I am an avid hiker and mountain biker and believe that mountain biking should be allowed on trails in state parks. The area where I live has a mountain biking club that maintains all of the trails in the area. I believe if it weren't for mountain bikers, many of the trails in our state would be in bad condition.

P677-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12297>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Er|g#er|gc lqwhdfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#77#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:44

Submitted by anonymous user: [67.160.239.21]

Submitted values are:

--Contact 1--
First Name: Boyd
Last Name: Watkins
Street Address: 140 Carl Street
Street Address Line 2:
City: San Francisco
Postal Code: 94117
State/Province: CA
Phone Number:
Email: boyd@interel.com

Comments: I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

P678-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12915>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ri#Uhehffd#ehffdz dwrqC |dkrrlfrp #

Sent: Prqgd|/Qryhp eh#</#345#3-66#DP #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 11:33

Submitted by anonymous user: [50.131.240.24]

Submitted values are:

--Contact 1--
First Name: Rebecca
Last Name: Watson
Street Address: 601 Stagg Lane
Street Address Line 2:
City: Santa Cruz
Postal Code: 95062
State/Province: CA
Phone Number: 8315396829
Email: beccawatson@yahoo.com


Comments: Thanks for the opportunity to post comments. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. Multi-use trails are excellent ways to open parks up to a broader range of folks and promote more outdoor activity for youth and adults for generations to come.

P679-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12556>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P680

COMMENT CARD  CALIFORNIA STATE PARKS
ROAD AND TRAIL CHANGE-IN-USE PEIR

Name T. Larry Watts

Mailing Address 1771 Old Ranch Road, LA, CA 90049

Email Address lwatts@seyfarth.com

Comments ① There should be a public notice at time a change in use request is submitted & before evaluation & ~~study~~ ^{survey} is commenced to avoid unnecessary staff work if there is strong public opposition to proposed change in use. ② There should be specific timeline for receiving public input ③ Should be another public hearing before the CSP Evaluation Team makes any recommendation

Meeting Date 10-27-12

P680-1

P681

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#foun#founz hehuC jp dlfpr #

Sent: Tuqj|#Qryhp eh#9/#5345#-5<#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 14:29

Submitted by anonymous user: [173.164.255.57]

Submitted values are:

--Contact 1--
First Name: Clark
Last Name: Weber
Street Address: 821 Marin Drive
Street Address Line 2:
City: Mill Valley
Postal Code: 94941
State/Province: CA
Phone Number: 4152381775
Email: clarkweber@gmail.com

Comments: Thank you for considering opening up California State Park trails for multi-use purpose, including mountain bikes. As a California resident, hiker, trail runner and mountain biker, I believe that all activities may co-exist. I look forward to taking my children to more parts of California as we explore these trails. This is a huge win for all parties involved.

P681-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12318>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #rq#ehkdc#ci#hulF#hulFC z hewhusrp r1frp `#

Sent: Vdwxgd|/Qryhp eh#: /#5345#3=8<#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 11:59

Submitted by anonymous user: [98.112.27.67]

Submitted values are:

--Contact 1--
First Name: Eric
Last Name: Webster
Street Address: 991 Jeannette Ave
Street Address Line 2:
City: Tthousand Oaks
Postal Code: 91362
State/Province: CA
Phone Number: 805.231.8126
Email: eric@websterpromo.com

Comments: Do want to see more trails open to mountain bikers. Lets build more trails as well for all to use the land. More trails open up the opportunity to commute and stay off the roads for the most part. Get our kids off the couch and ride and enjoy the gear outdoors.

P682-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12432>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#rurq#rurq1z hkhc jp dlfrp #

Sent: Wxhvqdl/#hfhq eh#7/#5345#=#38#DF #

To: FHTD#QVF#

Submitted on Tuesday, December 4, 2012 - 10:05

Submitted by anonymous user: [24.6.168.60]

Submitted values are:

--Contact 1--
First Name: orion
Last Name: weihe
Street Address: 20660 5th st
Street Address Line 2:
City: saratoga
Postal Code: 95070
State/Province: CA
Phone Number: 510-579-4323
Email: orion.weihe@gmail.com

Comments:

Dear Decision Maker,

I am writing you to voice my support for the Draft PEIR, Road and Trail Change-In-Use Evaluation Process that would allow for multiple-use recreation (specifically mountain biking) on trails in our state park system.

I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I also appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

Because the trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations, I believe it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

Regarding the report's references of the State Code P.4.14-3 which limits development in parks that would be considered "attractions in themselves.", the code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features, and should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

Thank you for considering my position in this important opportunity to better the outdoor recreational experience for the cycling community!

P683-1
P683-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

Statewide Trails

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Sincerely,
Orion Weihe

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13325>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#P dw#p dwp hufhu4C |dkrrlfrp #

Sent: Vdwxgd|/Qryhp eh#: #5345#-47#DP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 10:14

Submitted by anonymous user: [24.180.52.101]

Submitted values are:

--Contact 1--
First Name: Matt
Last Name: Weis
Street Address: 2540 Amy Way
Street Address Line 2:
City: Riverside
Postal Code: 92506
State/Province: CA
Phone Number:
Email: mattmercer1@yahoo.com

Comments:

Thank you for the opportunity to make comments.

We appreciate the major steps that CSP has taken to promote multi-use trails and urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.

We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P684-1

P684-2

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12422

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

hjrC p edlfrp #^hjrC p edlfrp #

Sent: Vdwxgd|#hfrp eh#4/#5345#6-77#P #

To: FHTD#QVF#

Submitted on Saturday, December 1, 2012 - 16:44

Submitted by anonymous user: [198.228.217.149]

Submitted values are:

--Contact 1--
First Name: Ann
Last Name: Weiss
Street Address: 529 Silva Ave
Street Address Line 2:
City: Nevada City
Postal Code: 95959
State/Province: CA
Phone Number: 5302635469
Email:

Comments:

We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.
The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P685-1
P685-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/13221

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide trails

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Statewide trails

JEANNETTE WELLING [bongodrum@gmail.com]

Sent: Wednesday, November 07, 2012 10:43 PM

To: CEQA NSC

Changing trails to Multi-use frequently results in exclusive use by mountain bikers because of safety issue.

Many mountain bikers are adrenalin junkies who practice their extreme sport on public lands at public expense (cost to taxpayers for trail modifications, e.g., grading, re-routing, pinch points.

Horses and hikers have used the trails peacefully for years without expensive additions.

Please make the change in use process tool easy to remove or deny bikers from trails where public safety is an issue.

P686-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/14/2012

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Statewide Trails

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Statewide Trails

lirC p edlfrp #^lirC p edlfrp #rq#ehkdc#ci#Dz unqfn#^fz C fhvp dliqhw#

Sent: Vdxugd|/Qryhp eh#: /#5345#7-89#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 17:56

Submitted by anonymous user: [75.18.161.38]

Submitted values are:

--Contact 1--
First Name: Lawrence
Last Name: West
Street Address: 774 Blairwood Ct.
Street Address Line 2:
City: San Jose
Postal Code: 95120
State/Province: CA
Phone Number: 408 268-0741
Email: lcw@cesmail.net

Comments:

The CSP has the opportunity to allow trails to better reflect the rising use of mountain biking. Increased availability of Multi-Use trails towards this developed need is only appropriate.

Trail use by mountain biking now has 30 years of experience indicating minimal trail conflict. I encourage more rapid conversion of existing trails to multi-use for the most rapid method to meet the need.

I encourage CSP to convert existing trails with limited re-engineering and allow trails to be converted at a higher rate over an attempt to reach an ill-conceived perfection.

Trails are an attraction in themselves only to the extent they allow the users to enjoy the park. Better trails with more access should only improve the enjoyment of the park by a wider variety of trail users.

Thank,
-Larry West

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12454

P687-1
P687-2

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P688

6 Mercedes Bend
Scotts Valley, CA 95066

November 20, 2012

Environmental Coordinator – Trail PEIR
California State Parks
Northern Service Center
One Capitol Mall, Suite 410
Sacramento, CA 95814

Re: Future change in use, Western States Trail, Auburn State Recreation Area

To whom it may concern:

Thank you very much for the opportunity to address the issue of change in trail use for the State Parks. I am speaking for myself as a California native who has hiked, run and ridden horses over the State Parks trails for decades, in many different counties. Public parks are a wonderful antidote to the stress and confusion of what is primarily sedentary life and work in the urban centers and even suburbia. I am grateful for the foresight of all those before who donated time, land and vision to establish one of California’s greatest assets, the California State Park System.

P688-1

A relatively recent user group added to the mix of trail users, mountain bikers, has increased in number and strength. As the sport spreads, their demands for more trails can be expected. Single track trails designed and used originally by man and equines are the envy of many mountain bikers. They want the trails opened up to them and find many ways to justify their right to them. As citizens of California, surely their desires are important and reasonable. The significant problem with this is that the bikes and the horses are simply not compatible on mountainous, blind cornered, single track trails. The horse, when surprised, perceives the bike to be a swiftly moving, silent predator. Even the most well trained horse will act instinctively to this threat by fleeing. On a single track trail that flight can cause the horse to go off the trail, risking a dangerous fall or sudden impact with a tree. He may also react by bucking, rearing, and spinning. Under these circumstances the risk of injury to the rider is great; there is a chance of collision which could harm the bike rider, as well.

P688-2

When I read reports of shared trails, I learn there is a common refrain. Namely, when bikes are allowed on equestrian trails, the equestrians soon leave for other, safer trails where bikes are prohibited. A new user group, rather than joining the other groups, is actually scaring them off, thereby having the trails to itself. This “block busting” is inherently unfair. Regardless, for most

P688-3

riders, their personal safety trumps their right to a trail and they prudently choose to go elsewhere.

P688-3
cont'd

Since 1955, the so-called Western States Trail from Tahoe to Auburn has been used for the Tevis Cup 100 Mile One Day Ride. This ride is the premier and most prestigious event of its kind in the United States. The Tevis Ride has been listed by *Time* magazine as one of the ten toughest endurance events in the world and is named on other similar lists. Entrants come annually from all over the United States to participate, and equestrians of international status are regularly at the starting line. In 1974, a new event sprouted along the trail which evolved into the Western States Endurance Run. From the Western States Endurance Run, the increasingly popular sport of ultra-running began. This local run, too, has now become a highly regarded international event. The award buckles from both the Run and the Ride are worn with pride and immediately recognized by others with any knowledge of the sports of Endurance Riding and Ultra-Running. The Western States Trail could be considered sacred ground by all of those lucky enough to have successfully covered the 100 Miles. Additionally, I know of many runners and riders who will never participate in the competitive events but who choose to cover the trail in sections solely because of the folklore and prestige surrounding these two endurance competitions. The trail draws people to the two events, and, consequently, the events themselves have brought even more people to experience the trails.

From its probable beginning as Native American trails, the route was used by gold and silver miners in the mid-Nineteenth Century. In the 20th century, people traversing the trail for recreational reasons have mapped it out and worked on its continued maintenance. In 1974, the section of trail between Foresthill and Auburn was designated by the Secretary of the Interior as a National Recreational Trail. Other designations for the trail are under study in Congress at the current time.

P688-4

The mountain bike community is eager to gain access to the Western States Trail in the Auburn State Recreation Area. For several reasons, I ask that this never be allowed, either on a regular basis or by getting special permits for particular competitive events. Please consider the following:

1. It is unsafe for horses and mountain bikes to be on this route's single track, twisty, steep trails at the same time. Accidents have already occurred on the multiuse trails in the area. I, myself, have been involved in two incidents in the area. One was on the Quarry Trail and one was close to Cool. In both cases, the bike rider and bicycle wound up on the ground, while I dealt with a jumpy horse.
2. Over time, the equestrians will leave the trail to find a safer place to ride. The issue is not a selfish one of my user group not wanting to share the trail. It is about recent history showing that if the mountain bikers are allowed on a challenging trail, the

horseback riders will avoid it. This seems inherently unfair on the Western States Trail when it is, in fact, the horse riders who have worked tirelessly for decades supporting the trail, protecting the trail, and sponsoring a world class event that has changed the culture of Auburn and its worldwide reputation.

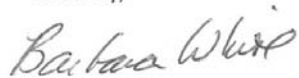
3. The many who come throughout the year to train for the Run or Ride are often surprisingly challenged by the trail alone. Adding mountain bikes to the mix will negatively impact their experience.
4. While it sounds selfish to ask that mountain bikes not be allowed on the trail even one day for special events, historically, as a rider, I have found scofflaw mountain bikers on trails all over the state. Some bikers ride by as if ignorant, while some others seem to enjoy the fact that they are out there with a hostile attitude, breaking the rules, yet knowing that the horse riders can do little about it. On their internet forums they regularly brag to each other about new trails they have found and the lack of enforcement of the rules, allowing them to ride with impunity. I fear if they see the Western States Trail while participating in a one day event, they will return even though not permitted to do so. It's prudent to keep them off at all times while on their bikes.
5. If bikers complain that it is unfair to keep them off the trail, they are not being kept off it. They can run or hike it, if they don't have access to horses, and still enjoy the natural beauty and wild experience just the same.
6. The ASRA has many other established areas for the bikes. These trails and roads are appropriate for their enjoyment. Bikers are not being excluded from the entire American River area on their bicycles; there are alternate trails for their use.
7. The Run and Ride have spent many resources and physical energy on maintaining the Western States Trail, with permission from the agencies. In an effort to keep the trail clear and safe for their entrants, they have helped the agencies' budgets by doing much of the trail work for decades. In fact, the sixteen mile section from Foresthill to Francisco's was built by horseback riders in order to change the Tevis Cup Ride from its existing route through Todd's Valley (and the increasing development there) back to a remote trail again. This was done in 1981. The trail was built with funding by the Wendell and Inez Robie Foundation. The time and energy of Mr. Robie and other Tevis Riders were spent on their weekends, laboring to find old trails and build an alternate to Todd's Valley for the Tevis Ride. The Run chose to follow this new trail a few years later. Now known as the California Street Trail, it was built by horsemen for horsemen. With blind corners, switchbacks, and narrow sections clinging to the side of the mountain, it is absolutely not safe for multiple users.
8. The Western States Trail is known worldwide as the birthplace of modern endurance riding and ultra-running. Starting in 1955, it has become world renowned for the two sports. I believe we should keep it that way, a trail for feet and hooves only, a chance to

P688-4
cont'd

see an important place being used in the way that has made modern athletic history. To allow bicycles on the trail will destroy a jewel of an equestrian event. It will destroy a place of living equestrian and running history.

In summary, in the interest of safety, fair play, and the preservation of recent history, I ask that there be no change in use for the Western States Trail, either for regular use or for special events. Thank you for your consideration.

Sincerely,



Barbara White
Barbdoug2@sbcglobal.net
831 335-4097



P688-4
cont'd

P689

To
Donna Williams
Dec. 3, 2012
Environmental Coordinator
California Dept. of Park & Recreation
Northern Service Center
One Capitol Mall-Suite 410
Sacramento, Ca 95814

In regard to the road and trail change in use plan placed on the table for a solution to our continued two to three decade public conflict and lack of funding for trail maintenance is not the solution. Right up front our choices for solutions have to come to the reality that California is bankrupt. Federal Energy Regulatory Commission stated, "The order concluded that conversion of any existing project trails to shared use for the remaining license term is not warranted. To the contrary, maintaining trails within the project for use only by equestrian and hikers offers a unique recreational experience worthy of preservation. In addition, shared use of trails increases safety concerns and users conflicts, and necessitates additional trail maintenance and modifications measures." We do not now, and will not in the foreseeable future have public budgets to pay for trail maintenance, let alone the modifications that will be required for the change of use. The same applies for public funding to provide adequate Ranger patrol for the enforcement of these public recreational trails.

P689-1

We need to do reality-based budgeting that promotes public involvement, finances, and privatization. We need to look at new solutions to maintain and enhance our recreational trail systems. These solutions should enlist a creative inspiration to engender the general public to be volunteers and stewards of our recreational trails. We need to look at solutions that promote a diverse recreational community that can safely seek the enjoyment of our recreational trails. Consideration of developing separate trails for limited use of mountain bikes and hikers. And separate trail for limited use of equestrians and hikers. This gives each recreational trail individual the incentive and the reason to be a steward of our recreational trails, and insures our diverse recreational community.

P689-2

There has been and continues to be a need for avenues to be developed to provide separate mountain bike trails and technical parks. Built to their specifications for their trail recreation and stewardship. Promoting these opportunities by reducing the time lines for CEQA and NEPA would be a great incentive.

P689-3

To view "one size fits all" does not fit our recreational trails environmentally or our diverse recreationalists.

Data & Statistics - Facts About California's Elderly

California is projected to be one of the fastest growing States in the nation in total population. In 1990, California comprised 12 percent of the nation's population and is expected to have 14 percent of the nation's population by 2020 (an increase of 15.7 million people). In California, the elderly population is expected to grow more than twice as fast as the total population and this growth will vary by region.



Senior hiking group from Colfax after a day's hike on the hiking/equestrian limited use trail of the Pioneer Express Trail in Folsom Lake State Park Recreation Area

P689-3
cont'd



Hiking group from Grass Valley after their day hiking on the equestrian/hiking limited use trail section of the Pioneer Express Trail in Folsom Lake State Recreation Area.

P689-3
cont'd

"CSP trails are not designed or intended to serve as active recreation facilities where nature appreciation may be secondary to athletic or skill challenge."



P689-3
cont'd



P689-3
cont'd



All photos are of people returning after exploring the hiking/equestrian limited use trail of the Pioneer Express Trail in Folsom Lake State Park Recreation Area.

P689-3
cont'd



P689-3
cont'd



P689-3
cont'd

"They [ASP] say that the Coolest 24 on May 1-2 destroyed or over impacted the allot of areas on the course and that the Olmstead event will have to be changed. This means that the area will be on 98% fire road and no single track. I am very sad to say that at this time I must cancel the event and refund all your money back... As of today the race is canceled." Event sponsor posted this on the internet. The Coolest 24 was on May1-2, 2010. The Olmstead Loop Trail is a multi use trail.



P689-3
cont'd



P689-3
cont'd

What has been demonstrated, over the at least the last 20 years, are that very broad base requirements are different for equestrians/hiking and the mountain bike recreationalists. This can be easily seen in the type of illegal mountain bike trails created by mountain bikers on our public lands. They are only usable by mountain bikers, not a "shared use" potential. This illegal mountain bike trail is in Folsom Lake State Recreation Area near the Granite Bay multi use trail.



P689-3
cont'd



P689-3
cont'd

Mountain bike riders poaching on two sections of the hiking/equestrian limited use trail of Brown's Ravine Trail. The first photo is identified by the pine trees that were part of a research project. This type of pine trees is only found on this trail. This second photo is identified by the distinct New York Bridge over the New York Creek. Brown's Ravine Trail is well marked at many points along it's twelve mile trail defining it as a hiking/equestrian trail.

There is a twelve mile mountain bike/ hiking limited use trail, the Darrington Trail within a short driving distance of Brown's Ravine Trail. Both trails are single track.

Throughout both the Auburn and the Folsom State Park Recreation Areas there is night- time poaching on all trails by mountain bike riders.

References are available for night time poaching on both the Brown's Ravine Trail and the Western States Trail.

FLEA'SFART by zonzin at Garmin Connect - Details

Page 1 of 2

Home Features Get Started Previous Next

FLEA'SFART

Sat, 12 Feb 2011 7:52 Pacific Time (US & Canada) By zonzin

Activity Type Mountain Biking | Event Type Training | Coach

Like Sign Up to see what your friends like.

Share Send to Device Save as Course Print

Details Splits Player

Summary

Distance: 61.89 mi
Time: 9:39:16
Avg Speed: 6.4 mph
Elevation Gain: 9,001 ft

Details

Timing

Time: 9:39:16
Moving Time: 7:27:21
Elapsed Time: 9:39:16
Avg Speed: 6.4 mph
Avg Moving Speed: 8.3 mph
Max Speed: 70.3 mph

Elevation

Elevation Gain: 9,001 ft
Elevation Loss: 8,712 ft
Min Elevation: 130 ft
Max Elevation: 1,246 ft

Laps

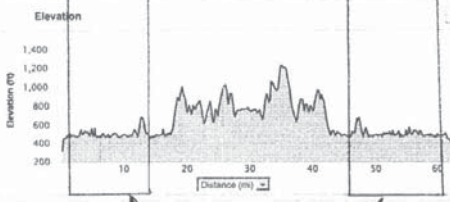
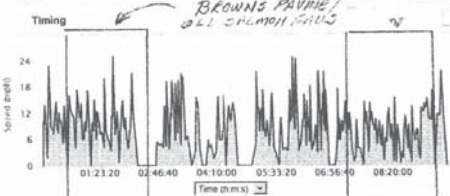
Split	Time	Distance	Avg Speed
1	9:39:16.0	61.89	6.4
Summary	9:39:16.0	61.89	6.4

Additional Information

Device: Garmin Dakota 3550
Elevation Corrections: Disabled
Summary Data: Original



Charts

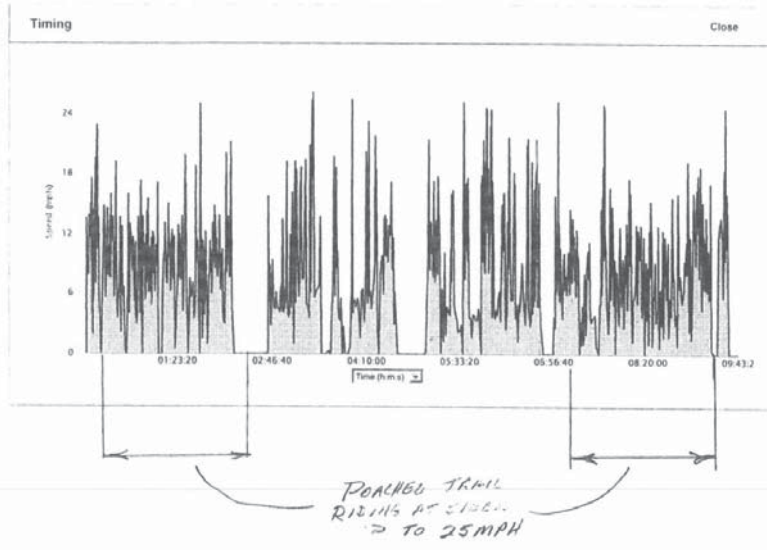


Help Garmin Connect Garmin Privacy Policy | Terms of Use

http://connect.garmin.com/activity/67967924

11/25/2012

P689-3 cont'd



These two pages are records of a mountain biker using GPS. The recording illustrates the poaching on the hiking/equestrian limited use Brown's Ravine Trail with clocked speeds up to 25 MPH. This is almost all single track trail with numerous switch backs. Even where allowed, bike speed is 5 to 15 MPH on State Park Trails. In 2001 there was an attempt to convert to a multi use trail. There weren't significant Park Rangers to monitor the pilot program on this twelve mile trail.

CSP design guidelines state that trails open to mountain bikes are intended for the use of the trail to visit unique park resources. Mountain bikers often desire challenging trail experiences including narrow single track, rough or loose surfaces, turns, and relatively steep grades. Aided by ever-advancing technology for light weight, power transfer, traction, and suspension, many mountain bikers are "pushing the envelope" of speed and obstacle negotiation capability. Mountain bikers can attain high rates of speed, particularly on wide trails with good sight lines, flat or downhill grades, and few obstacles. It is not CSP policy to provide trails for fast,

P689-3
cont'd

highly technical, or adventure rides for mountain bicyclists within the State Park System.
As outlined in the Study findings, mountain bikers' speeds are the primary reported cause for multi-use trail conflicts.

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P689-3
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Conclusion

Let’s take a long hard look at the reality. First, and foremost is the statement that State Parks either believes and institutes to protect the integrity of this statement or not. “California’s recreational trails provide experiences that attract more users than any other recreational facilities in the state. The ability to exercise and enjoy nature in the outdoors is critical to the physical and mental health of California’s population. California State Parks (CSP) considers trails to be primary state park facilities that offer health-enhancing recreational opportunities and access to park resources for interpretation and education.” As well as adhering to CSP provides trails to allow people to experience and enjoy nature. This is clearly established in the California Public Resources Code (emphasis added):

5019.53. **State parks** consist of relatively spacious areas of outstanding scenic or natural character, oftentimes also containing significant historical, archaeological, ecological, geological, or other similar values. The purpose of state parks shall be to preserve outstanding natural, scenic, and cultural

values, indigenous aquatic and terrestrial fauna and flora, and the most significant examples of ecological regions of California . . .

Each state park shall be managed as a composite whole in order to restore, protect, and maintain its native environmental complexes to the extent compatible with the primary purpose for which the park was established.

Second, either not allow Mountain Bikes on any State Park trails, or change the policy to reflect what has and is an ongoing environmental and public relations disaster to our State Parks. Adhering to “It is not CSP policy to provide trails for fast, highly technical, or adventure rides for mountain bicyclists within the State Park System.” does not provide a solution. Managing State Parks to incorporate Mountain Bike Parks and limited use trails for varying degrees of technical trails provides avenues for Mountain Bikers to become stewards, to fund, to maintain, and to take accountability for their Mountain Bike Parks and recreational trails with the oversight and management of State Parks.

P689-4

There are nine State Vehicular Areas or SRVAs parks are now managed by State Parks, so this is not a new idea, just expand to Mountain Bike Parks and limited use Mountain Bike technical trails.

Third, expand enforcement beyond “ A 15-mph speed limit can be posted and Focus enforcement at parking lots.” One can post 15-mph limits like graffiti, and not have any degree of compliance without State Park Rangers holding offender accountable. The same applies to expanding the scope of focusing the enforcement on State Park Trails, rather than “parking lots.” Especially when recognizing “California’s recreational trails provide experiences that attract more users than any other recreational facilities in the state.” State Park Rangers positions as budgeted and job descriptions to be actively involved with State Park trail users on the recreational trails. “If rules are not adopted and posted, they are not enforceable, and if they are not actively enforced, there may be greater difficulty managing user behavior. “

Fourth, “ Data tracking - collecting and tracking data on trail use conflict” By doing this, State Parks can function with facts, rather than **“Information on trail use conflict is primarily based on opinion; little data about actual user conflicts are available.**

The existing literature and the survey responses primarily consist of the opinion of trail system managers and users; even peer-reviewed academic or U. S. Forest Service (USFS) publications primarily rely on manager and user surveys. There is limited detailed report data about actual trail use conflict incidents, such as complaint or incident reports, rigorous analysis regarding the nature and extent of trail use conflict issues, or the results of strategies addressing them.” To use this information as a basis for a California State Parks Road and Trail Change in use Evaluation Process appears ridiculous.

And finally, in conclusion, we as Americans are a very diverse recreational group, and that is excellent, as this creates individual autonomy. That is what creates the wonderful smiles and the twinkle in our eyes when we have the opportunities to enjoy our diverse recreational activities whether it is hiking, horse back riding, or mountain bike riding. We need to protect the

P689-4
cont' d

integrity of this experience, thereby enriching our American culture.

Donna Williams

Phone: (916) 837-8880

Email:

dmwynot@gmail.com

Address: 4170 Auburn Folsom Rd, Loomis, Calif. 95650

P689-4
cont'd

P690

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#tng#p wehnhuigC jp dbrfp #

Sent: Z hgqhvgd|/Qryhp eh#5; #5345#4-8; #DP #

To: PHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 12:58

Submitted by anonymous user: [71.103.242.56]

Submitted values are:

--Contact 1--
First Name: Fred
Last Name: Williams
Street Address: 506 E. Commonwealth Ave
Street Address Line 2:
City: Fullerton
Postal Code: 92832
State/Province: CA
Phone Number: 714-451-6089
Email: mtnbikerfred@gmail.com

Comments:

Hello C.S.P. People,

Thanks for taking a look at the trails in "our" parks, and their current use, and keeping an open mind about the future use for all park visitors including mountain bikers like myself. I appreciate the hard work you guys put in to this in depth study, and I'm happy that your are considering allowing us access to more trails by using the PEIR. Mountain bikers really are easy to deal with when it comes to existing trails. We don't want the trails altered/improved for our use. Most of the non-specific or multi-use trails are just fine the way they are. If they're not really suitable or fun for us and safe for others to use with us, we simply avoid them. However, we can also use the broadest spectrum of "trail" Many parks have trails in them like this already. We like the parks and the trails to "feel" more natural and "wild". Less development is better for us, And we'll work with you to maintain sustainable trails for all users.

P690-1

Thanks again for hearing our comments.

Sincerely,

MtnbikerFred

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/13054

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

P h j d q # z l o b p v # p h j d q l z p v l o h c j p d l d f r p #

Sent: V d w x u g d | # 5 h f n p e h u # 4 # 5 3 4 5 # 5 - 6 5 # 5 P #

To: F H T D # Q V F #

Environmental Coordinator,

As an avid hiker and naturalist in the Santa Monica Mountains, I wish to express my concern over the ever expanding use of state park trails for multiple uses, particularly mountain bike trails. There is little enforcement concerning the behavior of cyclists. I regret to say that there are frequent infractions and danger caused to hikers who are desiring solitude inside our parks.

One trail of particular concern is the **Musch Trail in Topanga State Park**. This is a narrow, rugged path with many steps and drop offs. It is the dominant path for hikers who are bird watching or learning about the flora and fauna. **IT IS NOT AN APPROPRIATE LOCATION FOR MOUNTAIN BIKES.** Bikers already have access to the park and dominate all of the fire roads and more.

As a volunteer who works with school groups in Topanga State Park I can attest to the fact that the behavior of cyclists is often reckless. Bikes sometimes travel at unsafe speeds when approaching hikers. **The parks do not appear to have the resources to enforce safety rules.** It is unacceptable to allow mountain bikes on the Musch Trail where families are in danger of being run over. I have literally had to jump in to save children on school walks from bikers moving at great speed. Often the cyclists appear irritated that they must slow down for a group of children or families trying to enjoy the solitude of the park.

Our culture provides many thrills for people. Our state parks should be a place that protects the solitude of the natural world. The wild land parks are the only place left where this is possible.

PLEASE DO NOT ALLOW MULTI USE ON THE MUSCH TRAIL IN TOPANGA STATE PARK.
The entire Backbone Trail should be protected from erosion and heavy use.

Respectfully submitted,

Megan Williams
Topanga Canyon Docent and resident of Topanga Canyon.



P691-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Sdx#Dip 956C krwp dlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#=#47#EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 21:14

Submitted by anonymous user: [108.248.121.95]

Submitted values are:

--Contact 1--
First Name: Paul
Last Name: Wintermute
Street Address: 428 Purissima ST
Street Address Line 2:
City: Half Moon Bay
Postal Code: 94019
State/Province: CA
Phone Number: 708-738-7367
Email: Afm623@hotmail.com

Comments:

Hi, I just wanted to take a moment to express how important it is for myself and fellow mountain bikers to have fair trail access.

I appreciate the major steps that California State Parks has taken to promote multi-use trails and I hope CSP will use the PEIR to provide much needed trail opportunities for cyclists.

I'm a home owner, father, environmentalist, I work full time and I vote. The very limited free time I have, I chose to spend on trails. I look forward to the day I see more access for cyclist in state parks.

Thank you,
Paul Wintermute.

The results of this submission may be viewed at:

http://www.imba.com/node/3305/submission/12396

P692-1

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Urvh#urvhz rrgfrdfkC |dkrrlfrp #

Sent: P rggd|/Qryhp eh.#59/#5345#4-64#DP #

To: FHTD#QVF#

Submitted on Monday, November 26, 2012 - 12:31

Submitted by anonymous user: [208.65.181.254]

Submitted values are:

--Contact 1--
First Name: Rose
Last Name: Wood
Street Address: 1500 Redwood Road
Street Address Line 2:
City: Corralitos
Postal Code: 95076
State/Province: CA
Phone Number: 8317686978
Email: rosewoodcoach@yahoo.com

Comments: Our family of four just bought great mtn bikes. Our two 15 yr old boys have gotten us into it and we're finding it to be a great way to spend time as a family, be in nature, and get amazing exercise. The mtn bikers in our area seem savvy and considerate and careful of hikers and other bikers. We'd love to have more trails...especially in Pogonip on UCSC and in upper Nicene Marks...open to the mtn bikes. Thank you so much!

P693-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12716>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#sdwlfm#sz rrgv:C krwp dldfrp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#45#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:12

Submitted by user: redwoods

Submitted values are:

--Contact 1--
First Name: Patrick
Last Name: Woods
Street Address: 13171 16th St.
Street Address Line 2:
City: Chino
Postal Code: 91710
State/Province: CA
Phone Number:
Email: pwoods7@hotmail.com

Comments:

Thank you for the opportunity to voice our suggestions and concerns!
I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

P694-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12923>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P695

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#yhw#oxfkh4<<9C j p dldfrp %#

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#3:#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:07

Submitted by anonymous user: [184.46.10.190]

Submitted values are:

--Contact 1--
First Name: Yvette
Last Name: Woodward
Street Address: 10795 Mead Road Apt 915
Street Address Line 2:
City: Baton Rouge
Postal Code: 70816
State/Province: LA
Phone Number: 225-663-0780
Email: lsuchel1996@gmail.com

Comments: I am grateful that California State Parks (CSP) is considering to expand the trail offerings for mountain bikes. I traveled to California on vacation this year in the East Bay area for the first time and I was sadly disappointed by the very limited system of off-road "singletrack" trails that were open to mountain biking. Most singletrack was reserved for hikers only and most "mountain bike trails" were in fact "fire roads" or "doubletrack". I travel every year on multiple vacations exclusively for mountain biking and spend my tourist dollars freely on destinations that have expansive mountain biking "singletrack" trail systems. I hope that the CSP would consider the conversion of some existing trails to multi-use trails so that I may have a more positive experience on my next visit to your state. I would be happy to return to enjoy your lovely state parks if some of these restrictive and discriminatory policies are revised. Thank you for your consideration.

P695-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12948

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lirC p edlfrp #lirC p edlfrp #rq#ehkdc#i#Fkuw#fz k|C vefjaredqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#6-59#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:26

Submitted by anonymous user: [75.23.176.85]

Submitted values are:

--Contact 1--
First Name: Chris
Last Name: Wyatt
Street Address: 20425 Kesley St.
Street Address Line 2:
City: Canyon Country
Postal Code: 91351
State/Province: CA
Phone Number: 6612500334
Email: cwwhy@sbcglobal.net

Comments:

Thank you for the opportunity to make these comments. I appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. I welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

P696-1

P696-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12811

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Urcqg#urz |duC krwp dlfrp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#7:#BP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:47

Submitted by anonymous user: [76.175.136.69]

Submitted values are:

--Contact 1--
First Name: Roland
Last Name: Wyler
Street Address: 22583 Flamingo Str
Street Address Line 2:
City: Woodland Hills
Postal Code: 91364
State/Province: CA
Phone Number:
Email: rowlyer@hotmail.com

Comments: I find that multi-use trails are usually in much better shape than single use. If a hiking trail a is difficult to reach and long it will get little traffic and will over-grow very quickly. If that same trail can be used by mountain bikes it will get more traffic that will keep the trail in better conditions for the hikers.

P697-1

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12944>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#urehw#urehwj |dhw79C |dkrrlfrp \#

Sent: Vdwxgd|/Qryhp eh# #: #5345#5-55#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 15:22

Submitted by anonymous user: [65.170.220.13]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Yates
Street Address: PO Box 240 17050 Rams Horn Grade
Street Address Line 2:
City: Volcano
Postal Code: 95689
State/Province: CA
Phone Number: 2092966250
Email: robertgyates46@yahoo.com

Comments: Allowing mountain bikes on state park trails will increase revenue for CSP and attract mountain bikers to the state parks - mountain bikers have lots of time and energy to help CSP with trail maintenance and improvements - we want to share the trails!

P698-1

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12442>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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lirC p edlfrp #^lirC p edlfrp #rq#hkdc#i#)hqrq#p hhwkhehhC mqr1frp #

Sent: Tu9d|#Qryhp eh#9#5345#5=43#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 15:10

Submitted by anonymous user: [71.104.102.5]

Submitted values are:

--Contact 1--
First Name: zenon
Last Name: zapack
Street Address: 1674 oakmont drive
Street Address Line 2:
City: upland
Postal Code: 91784
State/Province: CA
Phone Number:
Email: mikethebike@juno.com

Comments:

Thanks for chance to give input. I agree with all the comments.
We appreciate the major steps that CSP has taken to promote multi-use trails.
Urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.
We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails.
We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.
The trail conversion analysis may prove to be cumbersome and time consuming and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet they have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over engineering of trails to account for every potential form of user behavior.
The report references State Code P.4.14-3, which limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails.
Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People visit parks to enjoy the trails.

P699-1
P699-2

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12334

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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qirC p edlfrp #qirC p edlfrp #q#ehkd#:#P lfkhd#}Injduuxqnc drdrfp #

Sent: Wxhvqd|#Qryhp eh#E:/#5345#E-68#EP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 15:35
Submitted by anonymous user: [67.127.58.216]
Submitted values are:

--Contact 1--
First Name: Michael
Last Name: Ziegler
Street Address: 132 Purdue Ave
Street Address Line 2:
City: Kensington
Postal Code: 94708
State/Province: CA
Phone Number: 5106654800
Email: zieglerjunk@aol.com

Comments:

Thank you for the opportunity to make comments.
I am a 57 year old mt biker who would love more trail access to California St parks.
There are many parks with existing trails that are suitable for mountain bike use that are currently closed to bikes that could safely be opened for multiple uses (including bikes).

I appreciate the major steps that CSP has taken to promote multi-use trails. I urge CSP to use the PEIR to provide much needed trail opportunities for cyclists.

I appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare.

Opportunities for existing trail use abounds. There are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior.

The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails and many of us ride bikes and would like to be off the streets.

Thank you for your consideration.

Michael Ziegler

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12794>

P700-1
P700-2

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P701

multiuse trails

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multiuse trails

Kh0qh# p p hup dq#ke}p p hup dqC |dkrr1frp `#

Sent: Tue, 12/4/2012 10:53:45 AM -0500

To: FHTD#QVF#

I would hope that the trails in the Santa Monica Mountains will remain as they are for hikers only and that no additional trails will be added for multiuse purposes.
Helene Zimmerman
hiker and member of the Sierra Club

P701-1

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/4/2012

P702

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Urehu#ndp lere}C j p dlfrp #

Sent: Tuqj|/Qryhp eh#9/#5345#=#;#EP #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 21:58

Submitted by anonymous user: [108.38.1.132]

Submitted values are:

--Contact 1--
First Name: Robert
Last Name: Zwissler
Street Address: 1138 18th Street
Street Address Line 2:
City: Manhattan Beach
Postal Code: 90266
State/Province: CA
Phone Number: 310.545.7338
Email: kamibobz@gmail.com

Comments:

Thank you for the opportunity to provide comments to the trail use plan. I am a native californian that backpacks and rides mountain bikes. I appreciate the availability of multi-use trails and believe that all users can share and enjoy them simultaneously. Please contine to leave existing trails open to mountain bikes and expand access where possible.
Thanks again, Bob Zwissler

P702-1

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12399

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P703

Statewide Trails

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Statewide Trails

lqrc p edlfrp #^lqrc p edlfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#; #64#SP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 21:31

Submitted by anonymous user: [71.9.56.103]

Submitted values are:

--Contact 1--
First Name: Thomas
Last Name: Becker
Street Address: 1037 Ritchie Rd
Street Address Line 2:
City:
Postal Code:
State/Province:
Phone Number:
Email:

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13089>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P704

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Ud|p #p weu|p C drdfrp #

Sent: Tuqj|#Qryhp eh#3/#5345#7-49#6P #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 17:16

Submitted by anonymous user: [76.93.123.149]

Submitted values are:

```

--Contact 1--
First Name: Raymi
Last Name: Borunda
Street Address: 3173 Riverside Terrace
Street Address Line 2:
City: Chino
Postal Code: 91710
State/Province: CA
Phone Number: 951-236-2878
Email: mtbraymi@aol.com

```

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13180>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P705

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Sdx#Srrnh|iqC krwp dlfrp #

Sent: Wkxugd|/Qryhp eh#5<#5345#B-75#SP #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 18:42

Submitted by anonymous user: [67.188.99.220]

Submitted values are:

--Contact 1--
First Name: Paul
Last Name: Caine
Street Address: 2019 Rogers way
Street Address Line 2:
City: Santa Rosa
Postal Code: 95404
State/Province: CA
Phone Number:
Email: Pookeyfly@hotmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13133>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P706

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#Gdyb#gfdp s5C jp dlfrp `#

Sent: Wkxugd|/Qryhp eh#5<#5345#;-79#DP #

To: PHTD#QVF#

Submitted on Thursday, November 29, 2012 - 09:46

Submitted by anonymous user: [208.87.233.180]

Submitted values are:

--Contact 1--
First Name: David
Last Name: Camp
Street Address: 30245 Sunrose Pl
Street Address Line 2:
City: Canyon Country
Postal Code: 91387
State/Province: CA
Phone Number: 303-618-1191
Email: dcamp2@gmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13114>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P707

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Erqqln#Efdp seho59C frp fdwldqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#7-63#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 17:30

Submitted by anonymous user: [98.242.40.244]

Submitted values are:

--Contact 1--
First Name: Bonnie
Last Name: Campbell
Street Address: 3241 magnolia ave
Street Address Line 2:
City: Clovis
Postal Code: 93611
State/Province: CA
Phone Number: 559-294-1881
Email: Bcampbell1926@comcast.net

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12845>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P708

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#rh#^dfushqwhC jp dlfrp `#

Sent: Wxhvgd|#Qryhp eh#5:#5345#6-5;#5P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:28

Submitted by anonymous user: [71.202.79.0]

Submitted values are:

--Contact 1--
First Name: Joe
Last Name: Carpenter
Street Address: 505 Arleta Ave
Street Address Line 2:
City: San Jose
Postal Code: 95128
State/Province: CA
Phone Number: 408-475-6955
Email: ajcarpenter@gmail.com

Comments:

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12812>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P709

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ri#Dn{#dff<:<86C |dkrrlfrp #

Sent: Z hqhvgd|/Qryhp eh#4/#5345#13-65#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 21, 2012 - 11:32

Submitted by anonymous user: [70.190.191.92]

Submitted values are:

--Contact 1--
First Name: Alex
Last Name: Chamberlin
Street Address: 10 Creeledge ct
Street Address Line 2:
City: Danville
Postal Code: 94506
State/Province: CA
Phone Number:
Email: acc97953@yahoo.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12617>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/30/2012

P710

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#xdq#dvhp ed|4C |p d|lfrp #

Sent: Tu|d|/Qryhp eh#9/#5345#4-6;#DP#

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 12:38

Submitted by anonymous user: [98.248.118.56]

Submitted values are:

--Contact 1--

First Name: Tuan

Last Name: Diep

Street Address: 1060 Valley View Road

Street Address Line 2:

City: Ben Lomond

Postal Code: 95005

State/Province: CA

Phone Number: 650-931-5104

Email: assembly1@ymail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12263>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P711

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkda#ci#vlp rq#vlp rqlgxqghC vshfbd}hg1frp #

Sent: Wkxugd|/A\$hfnp eh#9#5345#-83#5P #

To: FHTD#QVF#

Submitted on Thursday, December 6, 2012 - 22:50

Submitted by anonymous user: [71.131.1.193]

Submitted values are:

--Contact 1--
First Name: Simon
Last Name: Dunne
Street Address: 508 Spruce St
Street Address Line 2:
City: Aptos
Postal Code: 95003
State/Province: CA
Phone Number: 408-722-6156
Email: simon.dunne@specialized.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13398>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/7/2012

P712

Statewide Trails

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Statewide Trails

lqirC p edlfrp #lqirC p edlfrp #rq#hkdc#ci#eu|dq#^eu|dq#i4<:::C j p d bfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#: -66#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 08:33

Submitted by anonymous user: [68.5.150.186]

Submitted values are:

--Contact 1--
First Name: bryan
Last Name: fernandes
Street Address: 736 via otono
Street Address Line 2:
City: san clemente
Postal Code: 92672
State/Province: CA
Phone Number:
Email: bryanf1977@gmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13013>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P713

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#UJFKDUG#ulfnulghu:44C jp dlfpr '#

Sent: Vdwxgd|#Qryhp eh#:#5345#6-03#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 16:50

Submitted by anonymous user: [69.59.72.34]

Submitted values are:

--Contact 1--

First Name: RICHARD
Last Name: GARNER
Street Address: 40120 HWY 41
Street Address Line 2: STE. F
City: OAKHURST
Postal Code: 93644
State/Province: CA
Phone Number: 559-641-2453
Email: rickrider711@gmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12448>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P714

Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp %rq#ehkdc#ci#P dñ#P dñfjrp h)C jp dlfrp %

Sent: P rggd|/Qryhp eh.#</#5345#B-64#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 18:31

Submitted by anonymous user: [166.137.208.19]

Submitted values are:

--Contact 1--
First Name: Mark
Last Name: Gomez
Street Address: 3103 Highlander Rd
Street Address Line 2:
City: Fullerton
Postal Code: 92833
State/Province: CA
Phone Number: 5626972991
Email: Markcgomez@gmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12576>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P715

Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: Z hgqhvgd|/Qryhp eh#; #5345#-66#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 10:33

Submitted by anonymous user: [204.76.196.14]

Submitted values are:

--Contact 1--
First Name: Phil
Last Name: Granger
Street Address: 3180 Highland Dr
Street Address Line 2:
City: Carlsbad
Postal Code:
State/Province:
Phone Number:
Email:

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13039>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P716

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Gdyb#Gkdq}hC sdfehdghw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-84#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 21:51

Submitted by anonymous user: [99.108.141.140]

Submitted values are:

--Contact 1--
First Name: David
Last Name: Hanzel
Street Address: 988 Loma Verde Ave
Street Address Line 2:
City: Palo Alto
Postal Code: 94303
State/Province: CA
Phone Number: 6508559382
Email: Dhanzel@pacbell.net

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12965>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P717

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#fulj#judeehujwC sdfehqhw#

Sent: Tue, 13 Nov 2012 18:45:07 -0800

To: PHTD@VF#

Submitted on Friday, November 30, 2012 - 18:49

Submitted by anonymous user: [76.196.196.185]

Submitted values are:

--Contact 1--
First Name: Craig
Last Name: Hartley
Street Address: 1707 Lawson Ave
Street Address Line 2:
City: SIMI VALLEY
Postal Code: 93065
State/Province: CA
Phone Number: (805) 297-5029
Email: grabbergrn@pacbell.net

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13187>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P718

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#Uxvho#fdounC |dkrrlfrp #

Sent: Vdwxgd|/Qryhp eh# : #5345#6-3; #SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 16:08

Submitted by anonymous user: [108.202.246.213]

Submitted values are:

--Contact 1--
First Name: Russell
Last Name: Henmi
Street Address: 4877 McCoy Ave
Street Address Line 2:
City: San Jose
Postal Code: 95130
State/Province: CA
Phone Number: 408-866-0597
Email: cal_rk@yahoo.com

Comments:

We thank CSP for the opportunity to make comments. We appreciate the major steps that CSP has taken to promote multi-use trails and we urge CSP to use the PEIR to provide much needed trail opportunities for cyclists. We welcome the acknowledgement that there are effective tools and methods to successfully manage multi-use trails. We appreciate the in-depth study of trail use conflict showing that, after more than 30 years of mountain bike trail use and millions of trail users' encounters, complaints are few, incidents are fewer and accidents are rare. The trail conversion analysis may prove to be cumbersome and time consuming, and may lead to expensive trail alterations. Therefore, it is important to point out that there are hundreds of trails in parks that have never been specifically altered for multi-use, yet have functioned adequately for years. Care must be exercised in the conversion analysis to prevent the over-engineering of trails to account for every potential form of user behavior. The report references a State Code (P.4.14-3) that limits development in parks that would be considered "attractions in themselves." The code was intended to limit the construction of restaurants, amusement parks, athletic fields, etc. in park units. It is a poor analysis to apply this code to trails. Trails are much more than just a transportation system. Trails that are sustainable, blended into the natural environment (sinuosity) and designed to showcase a park's natural features should be enjoyed as such. They are works of art that compliment the sense of place. People come to parks to enjoy the trails.

The results of this submission may be viewed at:
http://www.imba.com/node/3305/submission/12447

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4... 12/3/2012

P719

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#gdjhw#gdjnlsc vefjaredqhw#

Sent: Z hgqhvgd|/Qryhp eh#; #5345#13-67#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 11:34

Submitted by anonymous user: [70.137.137.134]

Submitted values are:

--Contact 1--
First Name: Daggett
Last Name: Howard
Street Address: 160 Madrone Ave
Street Address Line 2:
City: Larkspur
Postal Code: 94939
State/Province: CA
Phone Number: (415) 927-2702
Email: dagkip@sbcglobal.net

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13046>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P720

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Or|g#or|gkxiic fdluifrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#43#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:10

Submitted by anonymous user: [76.171.42.6]

Submitted values are:

--Contact 1--
First Name: Lloyd
Last Name: Huff
Street Address: 21824 Kinard Ave
Street Address Line 2:
City: Carson
Postal Code: 90745
State/Province: CA
Phone Number: 3105494025
Email: lloydhuff@ca.rr.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12892>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

P721

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#lp #mp k4588C jp dlfpr #

Sent: Z hqhvgd|/Qryhp eh#; #5345#; #4#DP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 09:51

Submitted by anonymous user: [69.238.72.8]

Submitted values are:

--Contact 1--
First Name: Jim
Last Name: Hunsinger
Street Address: 2738 E Everett
Street Address Line 2:
City: Orange
Postal Code: 92867
State/Province: CA
Phone Number: 7142881380
Email: jimh1255@gmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13030>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#vkdqgrq#^vkdqgrqkxqwhu44C jp dlfrp #

Sent: TuJd|#3hfrp eh#B:#5345#4-58#SP #

To: FHTD#QVF#

Submitted on Saturday, December 8, 2012 - 00:25

Submitted by anonymous user: [50.148.185.4]

Submitted values are:

```

--Contact 1--
First Name: Shannon
Last Name: Hunter
Street Address: 327 E Saint John St.
Street Address Line 2: Apt 3
City: San Jose
Postal Code: 95112
State/Province: CA
Phone Number: 4083905360
Email: shannonhunter11@gmail.com

```

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13405>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 12/11/2012

P723

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#nhlk#nhlixv4C |dkrrlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#-66#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 19:33

Submitted by anonymous user: [71.202.216.215]

Submitted values are:

--Contact 1--
First Name: Keith
Last Name: Jansen
Street Address: 8201 Camino Colegio
Street Address Line 2:
City: Rohnert Park
Postal Code: 94928
State/Province: CA
Phone Number: 707-792-1189
Email: keifus1@yahoo.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12907>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#7kdqd#^xlfvqds4C frp fdwlgw#

Sent: P rggd|/6hfrp eh#3/#5345#;=48#P #

To: FHTD#QVF#

Submitted on Monday, December 10, 2012 - 21:15

Submitted by anonymous user: [69.62.182.55]

Submitted values are:

--Contact 1--
First Name: Shana
Last Name: Kaplan
Street Address: 1929 Keith Way
Street Address Line 2:
City: Sacramento
Postal Code: 95815
State/Province: CA
Phone Number: 916-612-7463
Email: quicksnap1@comcast.net

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13427>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 12/11/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#vkdqd#^vkdqndsdqC krp dlfrp `#

Sent: Vxqgd|/Qryhp eh#; #5345#5-3 :#5P #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 15:07

Submitted by anonymous user: [75.14.216.113]

Submitted values are:

--Contact 1--
First Name: Shana
Last Name: Kaplan
Street Address: 1929 Keith Way
Street Address Line 2:
City: Sacramento
Postal Code: 95815
State/Province: CA
Phone Number: 9166127463
Email: shanakaplan@hotmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12503>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

P726

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#chun#gnvkjdc jp dlfpr #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#7<#SP #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 20:49

Submitted by anonymous user: [68.4.178.115]

Submitted values are:

--Contact 1--
First Name: Derek
Last Name: Kishida
Street Address: 12 Wimbledon Lane
Street Address Line 2:
City: Aliso Viejo
Postal Code: 92656
State/Province: CA
Phone Number: 949-334-7055
Email: dkishida@gmail.com

Comments:

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12945>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

P727

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dqh#kredfnc jp dlfpr #

Sent: Vdwxgd|/Qryhp eh#: /#5345#-48#SP #

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 20:15

Submitted by anonymous user: [50.131.209.199]

Submitted values are:

--Contact 1--
First Name: Lane
Last Name: Lawrence
Street Address: 93 Cambridge Hts
Street Address Line 2:
City: Novato
Postal Code: 94947
State/Province: CA
Phone Number:
Email: jhoback@gmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12462>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/27/2012

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Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #rq#ehkdc#ri#Dn{#^ofhdn{C jp dlfrp #

Sent: P rggd|/Qryhp eh.#</#345#B=39#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 18:06
Submitted by anonymous user: [131.243.162.218]
Submitted values are:

--Contact 1--
First Name: Alex
Last Name: Luce
Street Address: 2610 Martin Luther King Jr Way
Street Address Line 2:
City: Berkeley
Postal Code: 94704
State/Province: CA
Phone Number: 5059205033
Email: lucealex@gmail.com

Comments:

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12575>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#frw#vfrwip dflw|uhC frchw1frp #

Sent: P rggd|/6hfrp eh#B6/#5345#4=7:#DP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 12:47
Submitted by anonymous user: [12.130.164.240]
Submitted values are:

--Contact 1--
First Name: scott
Last Name: macintyre
Street Address: 2201 Lake St
Street Address Line 2: Apt 3
City: San Francisco
Postal Code: 94121
State/Province: CA
Phone Number: 415-309-7459
Email: scott.macintyre@colliers.com

Comments:

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13266>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#vdu#Vø dwwrqC jp dlfrp #

Sent: Tugd|#Qryhp eh#3/#5345#-86#DF #

To: PHTD#QVF#

Submitted on Friday, November 30, 2012 - 07:53

Submitted by anonymous user: [66.75.234.227]

Submitted values are:

--Contact 1--
First Name: Sara
Last Name: Madison
Street Address: 4935 mt. Ashmun Dr
Street Address Line 2:
City: San diego
Postal Code: 92111
State/Province: CA
Phone Number: 6199776636
Email: Slmattson@gmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13139>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkda#ci#whyh#vp hqgr}d;;C jp dlfrp #

Sent: Vdwxgd|#Qryhp eh#:#5345#4-57#DP#

To: FHTD#QVF#

Submitted on Saturday, November 17, 2012 - 12:24

Submitted by anonymous user: [70.199.72.184]

Submitted values are:

--Contact 1--
First Name: steve
Last Name: mendoza
Street Address: 1451 rocky ridge dr apt 508
Street Address Line 2:
City: roseville
Postal Code: 95562
State/Province: CA
Phone Number:
Email: smendoza88@gmail.com

Comments:

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12435>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#Khu|#kdp 00 p lqgvsbj ifrp \#

Sent: Wxhvgd|#Qryhp eh#5:#5345#-68#SF #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 18:35

Submitted by anonymous user: [67.101.209.55]

Submitted values are:

--Contact 1--
First Name: Henry
Last Name: Mitchell
Street Address: 1909 Seventh St.
Street Address Line 2:
City: Berkeley
Postal Code: 94710
State/Province: CA
Phone Number: 510-843-9711
Email: hamlll@mindspring.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12884>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Fruh|#Fruh|p rchwC jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#=#3:#SP #

To: FHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 22:07

Submitted by anonymous user: [76.91.143.9]

Submitted values are:

--Contact 1--
First Name: Corey
Last Name: Mollet
Street Address: 1633 N Laurel Ave
Street Address Line 2: #19
City: Los Angeles
Postal Code:
State/Province: CA
Phone Number: 6514705209
Email: Corey.mollet@gmail.com

Comments:

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12971>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Fkub#^dwdp du|uqfkC |dkrrlfrp #

Sent: P rggd|/6hfrp eh#B6/#5345#7=3;#SP #

To: FHTD#QVF#

Submitted on Monday, December 3, 2012 - 17:08
Submitted by anonymous user: [198.228.216.158]
Submitted values are:

--Contact 1--
First Name: Chris
Last Name: Napolitano
Street Address: 5750 Felter Rd
Street Address Line 2:
City: San Jose
Postal Code: 95132
State/Province: CA
Phone Number: 408 832 8807
Email: littlemaryranch@yahoo.com

Comments:

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/13279>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#fun#hunc hunsdjh1frp `#

Sent: Tuqj|/Qryhp eh#3/#5345#6=33#6P #

To: FHTD#QVF#

Submitted on Friday, November 30, 2012 - 16:00

Submitted by anonymous user: [99.145.146.126]

Submitted values are:

--Contact 1--
First Name: Erik
Last Name: Page
Street Address: 106 Spruce Rd
Street Address Line 2:
City: Fairfax
Postal Code: 94930
State/Province: CA
Phone Number: 4154486575
Email: erik@erikpage.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13174>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#frw#sdlw54C drdfpr #

Sent: Vxqgd|/Qryhp eh#; #5345#; #63#SP #

To: FHTD#QVF#

Submitted on Sunday, November 18, 2012 - 21:30

Submitted by anonymous user: [75.24.247.192]

Submitted values are:

--Contact 1--
First Name: scott
Last Name: platt
Street Address: 31 dapplegray road
Street Address Line 2:
City: bell canyon
Postal Code: 91307
State/Province: CA
Phone Number: 818 999-7269
Email: platt21@aol.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12525>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: Z hgqhvgd|/hfhfrp eh#8/h5345#5-5<#SP #

To: FHTD#QVF#

Submitted on Wednesday, December 5, 2012 - 15:29

Submitted by anonymous user: [98.248.128.149]

Submitted values are:

--Contact 1--
First Name: Dean
Last Name: Pohl
Street Address:
Street Address Line 2:
City:
Postal Code:
State/Province:
Phone Number:
Email:

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13383>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#Urehw#lp weC krwp dlfrp \#

Sent: Z hqhvgd|/Qryhp eh#; #5345#5-56#SP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 15:23

Submitted by anonymous user: [71.103.255.75]

Submitted values are:

--Contact 1--

First Name: Robert
Last Name: Price
Street Address: 826 Eucalyptus Avenue
Street Address Line 2:
City: Santa Barbara
Postal Code: 93101
State/Province: CA
Phone Number:
Email: irmtbr@hotmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13070>

https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM... 11/29/2012

P739

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#KGG#xggc xgguxp p djhlfrp `#

Sent: Z hqhvgd|/Ghfrp eh#8/#5345#15=76#P#

To: FHTD#QVF#

Submitted on Wednesday, December 5, 2012 - 13:43

Submitted by anonymous user: [12.172.189.246]

Submitted values are:

--Contact 1--
First Name: JUDD
Last Name: RUMMAGE
Street Address: 3410 N OLD STAGE RD.
Street Address Line 2:
City: MT SHASTA
Postal Code: 96067
State/Province: CA
Phone Number: 949-838-7571
Email: judd@juddrummy.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13379>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/7/2012

P740

Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#ehkdc#ci#vshkhq#vshkhq1whuoxqgc j p dldfrp \#

Sent: Z hqghvgd|/Qryhp eh#; #5345#15-5; #EP #

To: FHTD#QVF#

Submitted on Wednesday, November 28, 2012 - 13:28

Submitted by anonymous user: [198.217.64.127]

Submitted values are:

--Contact 1--
First Name: Stephen
Last Name: Ternlund
Street Address: 625 Tamalpais Ave
Street Address Line 2:
City: Novato
Postal Code: 94947
State/Province: CA
Phone Number: 650 387 0851
Email: stephen.ternlund@gmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/13059>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdd#ci#Gdyb#xfvez dnhuC jp dlfrp #

Sent: Wxhvgd|#Qryhp eh#5:#5345#6=#7<#8P #

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 16:49

Submitted by anonymous user: [184.189.222.109]

Submitted values are:

--Contact 1--
First Name: David
Last Name: Walker
Street Address: 1519 Clearview Rd
Street Address Line 2:
City: Santa Barbara
Postal Code: 93101
State/Province: CA
Phone Number:
Email: ucsbwalker@gmail.com

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12828>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/30/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#ci#hii#z d|4;C jp d bfrp #

Sent: P rggd|/Qryhp eh.#</#345#7-49#P #

To: FHTD#QVF#

Submitted on Monday, November 19, 2012 - 17:16

Submitted by anonymous user: [12.208.160.178]

Submitted values are:

--Contact 1--
First Name: Jeff
Last Name: Wayland
Street Address: 509 Everett st.
Street Address Line 2:
City: El Cerrito
Postal Code: 94530
State/Province: CA
Phone Number: 310-683-3120
Email: jway18@gmail.com

Comments:

The results of this submission may be viewed at:
<http://www.imba.com/node/3305/submission/12573>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

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Statewide Trails

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Statewide Trails

lqrc p edlfrp #lqrc p edlfrp #rq#hkdc#i#dqv#p kz roC sdfehdqhw#

Sent: Wxhvgd|#Qryhp eh#5:#5345#3-3:#SP#

To: PHTD#QVF#

Submitted on Tuesday, November 27, 2012 - 23:07

Submitted by anonymous user: [208.54.5.219]

Submitted values are:

--Contact 1--
First Name: hans
Last Name: wolters
Street Address: 1401 wildfire way
Street Address Line 2:
City: mountain view
Postal Code: 94043
State/Province: CA
Phone Number: 6502798389
Email: mhwolt@pacbell.net

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12986>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM...> 11/29/2012

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Statewide Trails

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Statewide Trails

lqirC p edlfrp #^lqirC p edlfrp #

Sent: Tujd|#Qryhp eh#9/#5345#5-67#5P #

To: PHTD#QVF#

Submitted on Friday, November 16, 2012 - 13:34

Submitted by anonymous user: [148.107.1.20]

Submitted values are:

```
--Contact 1--  
First Name: Sau-Ling  
Last Name: Yu  
Street Address: 1720 N Fuller  
Street Address Line 2:  
City: Los Angeles  
Postal Code:  
State/Province: CA  
Phone Number:  
Email:
```

Comments:

The results of this submission may be viewed at:

<http://www.imba.com/node/3305/submission/12286>

<https://mshqexchfe3/owa/?ae=Item&t=IPM.Note&id=RgAAAACKUJ0dRQNYRZQwM4...> 12/3/2012

CORBA

Comment Letter from 11.30.10

From: Waldron, Gary
Sent: Wednesday, December 01, 2010 7:17 AM
To: West, Heidi
Subject: SMesser_CORBA_11-30-10

[Here is another PEIR comment in case ceqansc wasn't copied. Please file with the others.](#)

Gary Waldron
Manager, Resource Services
Northern Service Center
(916) 445-8772

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From: swmesser@gmail.com [mailto:swmesser@gmail.com] **On Behalf Of** Steve Messer
Sent: Tuesday, November 30, 2010 4:21 PM
To: Waldron, Gary
Cc: bod@corbambt.com
Subject: 2010 Road and Trail Change-in-use Program Environmental Impact Report (PEIR)

Gary Waldron
Environmental Manager
California State Parks
Northern Service Center
One Capitol Mall, Suite 410
Sacramento, California 95814
gwald@parks.ca.gov

November 30, 2010

Re: 2010 Road and Trail Change-in-use Program Environmental Impact Report (PEIR)

Dear Mr. Waldron,

On behalf of CORBA, the Concerned Off-Road Bicyclists Association, I thank the State Parks for the opportunity to comment on the the Notice of Preparation of the “Road and Trail Change-in-use Evaluation Process, Program Environmental Impact Report, State Clearinghouse #2010092023” (PEIR). CORBA is based in Southern California, and for more than 21 years has worked closely with State Parks, NPS, U.S. Forest Service and other agencies in the Santa Monica Mountains and other open spaces in the greater Los Angeles area. We are a 501(c)(3) non-profit representing southern California mountain bikers’ needs and interests to land managers, and serving the mountain biking community with outreach,

education, stewardship and youth programs based on the experience of off-road cycling in our open spaces.

In fact, CORBA was initially formed as a reaction to the closure of State Parks trails to mountain bikes in the late 1980's. As an organization we have worked with the State Parks constantly since that time to try to gain equitable access to trails in the State Parks system for off-road cyclists. After 22 years of working with State Parks, mountain bikers currently have a miniscule proportion of trail opportunities open to them in our State Parks, in comparison to other trail user groups. Since the mountain biking community is growing year over year while equestrian trail users are declining, this disproportionate allocation of trail resources to user groups is now creating more problems than it is solving.

The trails that are open to bicycles see much-increased congestion, and a disproportionately high percentage of bicycles which can displace other trail users. Providing more dispersed trail opportunities to bicycles would relieve bicycle congestion on these trails and result in less displacement.

In fact, bicycles are already “displaced” from trails in designated wilderness areas, and currently displaced from the majority of trails throughout the State Parks trail systems. When considering potential displacement of other trail users when undergoing a change-in-use process, the fact that bicyclists are already a displaced user group by nature of State Parks’ policies and trail allocations must be considered.

By limiting trail opportunities for bicycles and restricting their use on the majority of single track trails, State Parks are perpetuating and reinforcing the myth that bicycles are not compatible with other trail users. Encouraging and allowing multi-use principles will serve to educate all trail users on shared-use trail etiquette.

These, however, are social impacts which are to be considered during the change-in-use process, but are not typically a part of the PEIR. However, since these issues potentially arise in any change-in-use request, to have them addressed at the programmatic level would help speed up and streamline the change-in-use process.

We also feel that the PEIR should include within the Standard Project Requirements, an extensive set of possible mitigation measures that can be selected when appropriate for a particular change-in-use request. Land managers need to know all the possible options that exist for mitigating potential social and environmental impacts, given the circumstances specific to that trail. Each of these mitigation measures should be included in the PEIR so that when a particular measure is to be applied, no further consideration under CEQA would be needed. It should be emphasized that all of the mitigation measures in this “set” or “toolbox” should be pre-approved for use on State Parks trail systems, to be applied as needed to complete a change-in-use conversion.

Where possible these mitigation techniques should be assessed for use in each of California's defined bioregions, simplifying the process of applying them to a particular problem. Where appropriate, the necessary CEQA documentation for each possible mitigation measure should be provided for each bioregion in which it may be applied.

Each of the mitigation measures in that "toolbox" should also be included in the State Parks trails manual. It is our understanding that the current iteration of the State Parks trails manual has not been revised in more than 20 years. During that time there has been extensive research on trail management, the relative impacts of different trail user groups and there has been a dramatic change in trail use demographics. There have been many new developments in trail design, construction and maintenance standards and techniques. We understand the trail manual is currently being revised, with a target of year-end 2011 for completion. In tandem with the PEIR, we would strongly encourage the State to set a policy to revise the State Parks trails manual every 5 years to consider and include any new research, changing trail user demographics, and new techniques for environmental and social mitigation measures and trail systems management.

Within the PEIR we feel that all non-motorized trail users should be acknowledged as being legitimate, welcomed forms of recreation on State Parks trails. This determination should be state-wide and provide unequivocal acceptance of mountain biking as a legitimate use of trails, representing current demographics rather than historical precedent.

Allocation of trails should be guided by these current demographics. It is a fact that off-road cycling has grown immensely in popularity. It is a great form of exercise that can be enjoyed by kids as young as 3 to those in their 70's and 80's. Trail miles should be allocated in proportion to the current size of the relative user groups. Again this should be based on current demographics rather than historical precedent. Under this scenario, hikers, trail runners and cyclists would have similar trail-miles, while equestrians are a very small percentage of trail users. When considering a proportional allocation of trails, the fact that bicycles are excluded from all wilderness trails must be included in that apportionment.

Trails, as we refer to them in these comments, refers to narrow single-track trails, and should not include service roads and fire access roads. The PEIR should also make this clear: when making decisions about the proportion of trails open to cyclists, that we refer only to single-track trails, not service roads or fire roads. Historically, State Parks have included these dirt roads when considering "trail" miles available to cyclists. While some cyclists and hikers prefer the ease and openness of a fire road, most prefer the experience of a narrow singletrack. Like hikers, cyclists generally prefer to be in closer contact with nature; they prefer a more natural surface trail that may include natural obstacles for a more challenging experience.

In fact, cyclists cover a broad range of age groups, demographics, riding styles, and reasons for riding. Within CORBA we have members actively riding bicycles on trails into their 70's and beyond, at least one of whom has difficulty walking for any distance but is able to ride a

bicycle for hours. Within the cycling community there are parents with small children on bikes or in trailers, recreational cyclists, competitive racers; there are those who use a bicycle to be able to see more nature and more natural landscapes and vistas than would be possible in the same number of hours spent hiking or on horseback. There are those seeking personal challenges of distance, endurance, or riding technically difficult sections of trail. In short, there are a multiplicity of desired trail experiences within the bicycling community.

With that in mind, trail allocations should also be made in such a way as to accommodate a variety of trail experiences, from the easy, scenic and appropriate for small children, to the technically demanding. There is no need to “dumb down” trails to the lowest common denominator. Experienced and expert riders need trails that challenge them and encourage them; beginner riders need something to which they can aspire to one day ride. In this case, one appropriate mitigation technique is signage that includes an objective assessment of difficulty, such as steepness of grade, and a brief description of trail features that will be encountered on a trail. Given appropriate information, cyclists tend to be self-regulating as to which trails they will ride according to their skill level. This would preclude trail modifications that will undoubtedly upset some trail users by making the trail “too easy.”

Trail allocations should also provide connectivity to significant points of interest within the State Park, to other trail heads to neighboring and adjacent trail systems and to trailheads. Within the PEIR the fact that cyclists oftentimes must drive to a more distant trailhead because of a lack of connectivity to their desired destination must be included.

“Unauthorized trail use” has been cited in the Trail Use Change Survey. This must be taken as evidence that the State Parks are not providing desired trail experiences, desired connectivity, or a diversity of trail options to those unauthorized trail users. It is not clear in that document how Unauthorized trail use will be addressed; however, without researching the reasons why such use exists, it will not be curtailed. It must also be stated that unauthorized trail use is not solely a mountain bike issue. Hikers and equestrians can be found on “closed” trails, or often heading off-trail.

Concerns about trail user conflicts will be raised with most change-in-use requests. While these concerns would not usually be covered in a PEIR, we feel that in this particular case, they should be addressed. Conflicts are highly subjective and arguments can become tainted with emotion and a lack of objectivity. We refer you to the IMBA publication “Managing Mountain Biking, IMBA’s Guide to Providing Great Riding” in which research findings explain and document the subjective nature of conflicts. In the same publication potential mitigations are outlined and include:

- Information and education outreach
- Appropriate Signage
- Setting appropriate expectations for trail users
- Equestrian desensitization workshops

- Paid and volunteer trail patrols
- Peer education on proper trail behavior
- User involvement and partnerships
- Trail advocacy groups
- User group coalitions
- Volunteer trail work
- Shared-use events
- Speed reduction measures
- Providing adequate trail opportunities
- Providing diverse trail experiences
- Spreading users throughout trail systems
- Fair and logical trail access policies
- Rules of the trail
- Open communication with all user groups
- Single-use trails
- One-way trails
- Alternating day user restrictions

We hope that trail user conflict resolution within change-in-use requests be guided by research and objectivity, by documented fact rather anecdotal hearsay, by reason rather than emotion or fears perceived or real, and by current circumstance rather than historical precedent.

For the environmental aspects of the PEIR, it should be the goal of any trail conversion, trail maintenance, trail re-route or realignment, be to make a sustainable trail. One that requires the least amount of maintenance, and therefore has the minimal environmental impact. While all trail users impact the trails in some measurable way, it is the design and construction of the trail that provides the most important role in mitigating both trail impacts and environmental impacts.

The IMBA publication “Trail Solutions,” provides an extensive set of guidelines for building sustainable trails, based on the most current research, tools and techniques available at the time of its publication. Under best practices for building sustainable trails the following measures and trail features are discussed:

- Rolling contours
- Maximum sustainable trail grade
- Avoidance of fall line trails
- Avoid flat areas
- Out sloping of trails
- Grade reversals
- Tread width considerations
- Tread surface composition

- Soil/geotechnical analyses to identify potential problem areas and engineering solutions
- Natural obstacles
- Choke points
- Overall trail design
- Potential trail user (type and numbers)
- Low- or no-impact wetland and water crossings
- Configured loops
- Trail flow or sinuosity
- Trail connectivity
- Vegetation analysis
- Bench cut trails
- Use of hand and mechanized tools
- Switchback construction
- Retaining walls
- Armoring with rock
- Soil hardeners
- Culverts
- Bridges
- Trail drainage
- Trail re-routing

We would encourage State Parks to incorporate all of the above into the currently-in-process revision of the State Parks trails manual, as well as in the PEIR as mitigation measures.

Of course, safety of trail users should be addressed when considering a change in use request. There are a number of possible options to enhance the safety of all trail users.

- Education in the form of workshops, signage, public relations, paid and volunteer patrols, are one possible measure.
- The use of bells by bicycles is another mitigation technique that is generally well-received by other user groups on trails.
- Trail designs that include line-of-sight modifications, speed reduction techniques such as narrow trails, rough surfaces, obstacles, or pinch points can make a substantial difference to trail speed by bicyclists and therefore enhancing safety and at the same time, provide a more interesting trail for the cyclist, and a more desirable trail experience for the everyone.
- Alternating use wherein some trails are open to bicycles on odd-days of the month and others on even days of the month is another potential mitigation measure.
- Designation of “racer” or “training” trails, which are multi-use but designated for one-way and/or high-speed traffic, can reduce this type of behavior on other trails.
- Trail user community participation in trail maintenance, workshops and other public outreach events can bring different trail user groups together. Horse desensitization workshops, combined hike, bike and equestrian events, inclusive community trail

councils are all options to bring trail users together.

- Offering a separate trailhead for equestrians (or cyclists) that merges with a main trail system can reduce the congestion often found in the first mile or so of any trail.
- Enforcement of existing regulations by volunteer mounted patrols, paid and volunteer bicycle patrols and law enforcement can encourage good behaviour by all user groups.

The State Parks must also consider the option of closing trails to equestrians as a mitigation technique. The State Parks' own standards for equestrian trails are quite often not met on existing trails which are presently open to hikers and equestrians. Modification of these trails to bring them to equestrian standards is likely to have more environmental impact than leaving them as-is, or doing simple mitigation measures for bicycles such as choke points or line of sight adjustments. Equestrians need a much greater staging area to unload horses and prepare for using the trails than other users, another significant impact. Again it must be stated that equestrians comprise the smallest user group with the greatest impact on trails, while at the same time having the highest proportion of trails open to them relative to their size as a user group. Environmentally, it doesn't make sense to continue the status quo.

From the environmental point of view, research has shown that hikers and bicycles have similar impacts to trails and the environment. With this in mind, the addition of bicycles to a trail should have little to no additional environmental impact, and should therefore fall under a categorical exemption under CEQA.

As demand increases for mountain bike access to all trails, including those in the State Parks, we sincerely hope that State Parks will provide the leadership and guidance needed to streamline the process of converting trails to an allocation that includes bicycles as legitimate trail users. In this era we need to be doing everything possible to encourage the greatest number of people to use our public open spaces for exercise and recreation. As more people turn to bicycles as an efficient and fun way to enjoy our natural lands, we hope this Change-in-use PEIR will give park managers the tools they need to expedite the process of opening trails to cyclists throughout the State Parks system.

We look forward to continuing to work with the State Parks at the State and local level in our mission to inform, preserve and protect. As always, we are available for further discussion or assistance to the State Parks.

Sincerely,

Steve Messer
Concerned Off-Road Bicyclists Association

